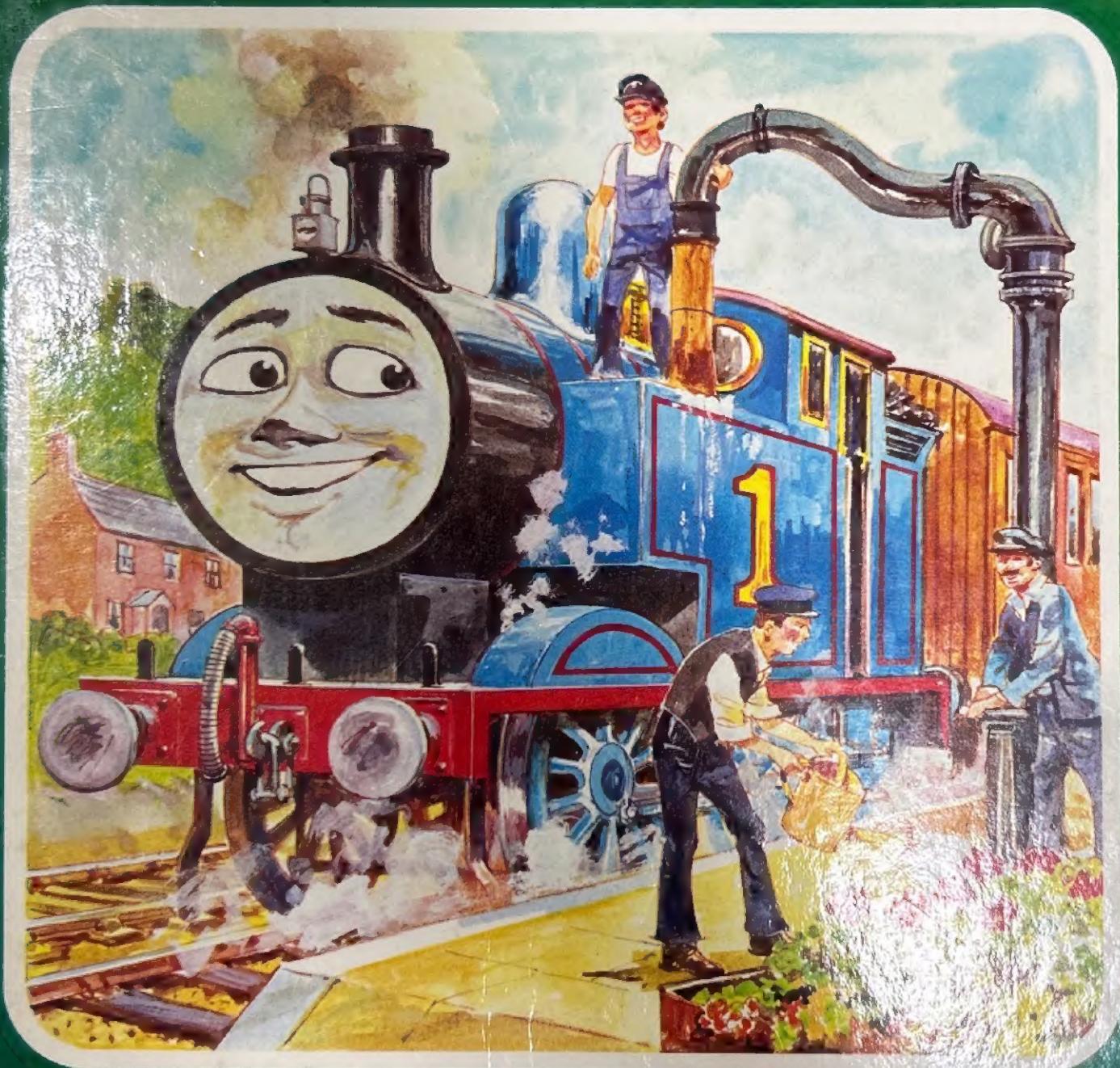


THOMAS

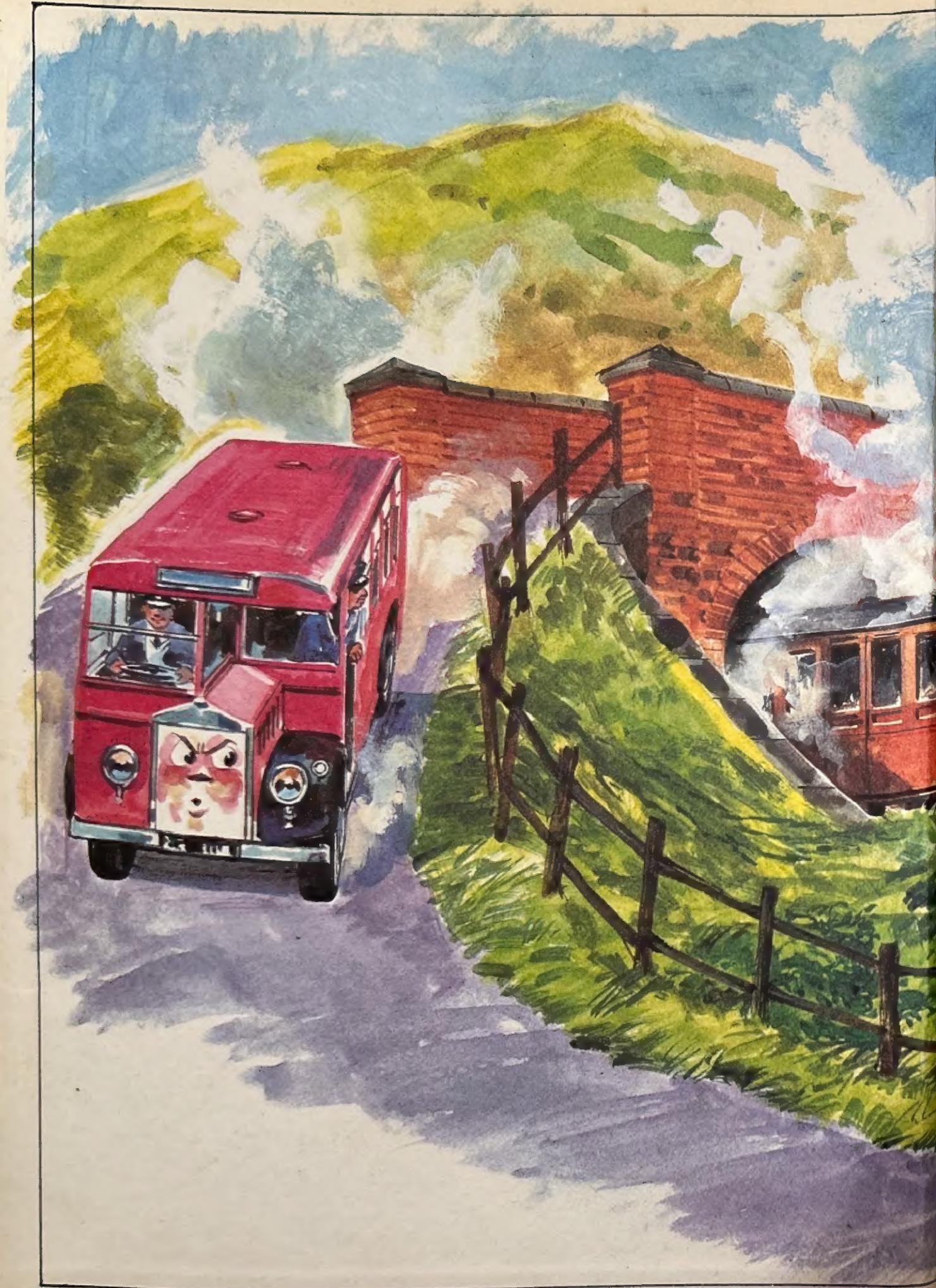
THE TANK ENGINE

ANNUAL



Based on
Rev. W. Awdry's famous engine
AUTHORISED EDITION



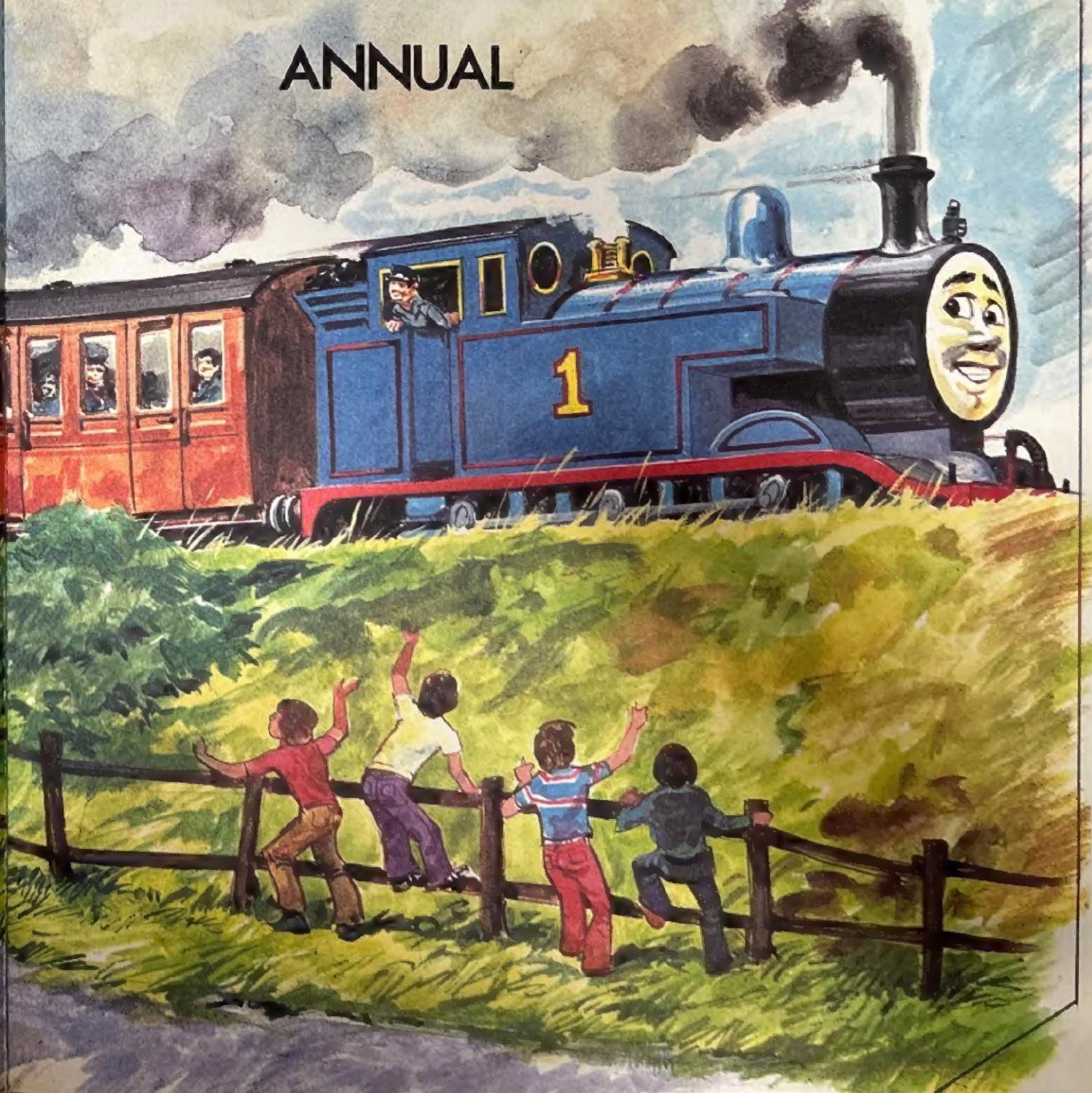


Rev. W. Awdry's

THOMAS

THE TANK ENGINE

ANNUAL



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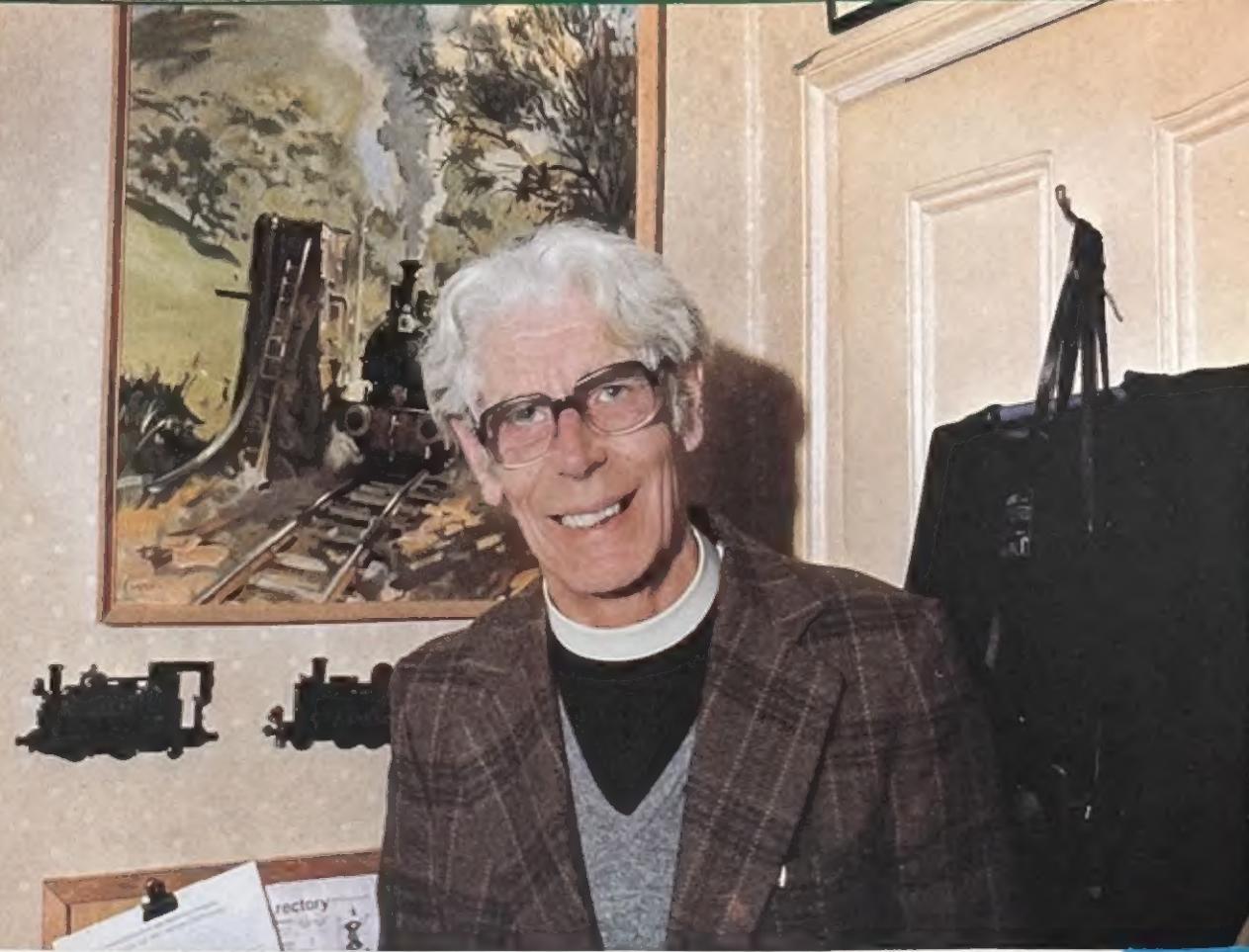
Illustrated by
EDGAR HODGES

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WORLD & WHITMAN





FOREWORD

Dear Friends,

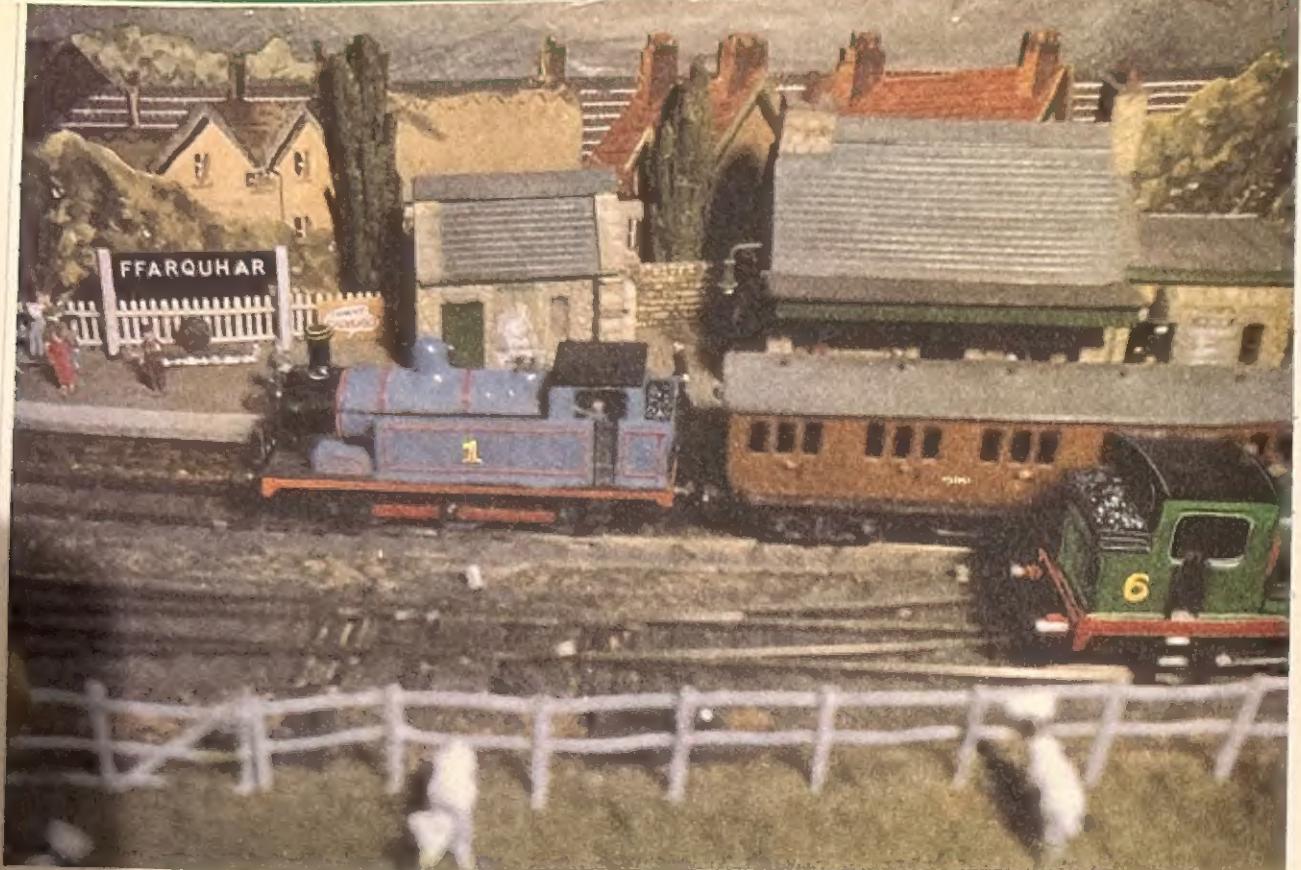
Thomas was delighted with his 1979 Annual. In fact I think he was a little too pleased. He became a bit conceited. "There should have been more about me," he said. "Never mind all those other engines who have poked their way in. They're alright, and good engines in their way, but they are not really important. I'm the important one. If I wasn't there to run my Branch Line, the Fat Controller would be in a dreadful fix. Think of that!"

When I told him not to be so silly he went away in a huff, and behaved very badly when I was showing my model of his line at Nottingham. I had to speak to him severely. "You are getting much too big for your wheels," I told him. "If you behave like that in front of people here, they won't want to come and see you any more."

He was sorry after that and promised to be good; so I told him that if he stayed good I would tell you more about his Branch Line, and about the model I have made of it; but I said "You mustn't be jealous and think that you can have the whole Annual to yourself. You must let your friends have a look in too."

We are both glad you liked the 1979 Annual, and we hope you will enjoy this one.

Mo Audley



My Model Branch Line...

Rev. W. Awdry takes us on a tour on his model layout

Mr Edgar Hedges, who illustrated this Annual, took these photographs when he last came to see me. This layout is the third I have made of Thomas's Branch line. The first had to be pulled up after only three years. The second (there were pictures of it in the 1979 Annual, pages 4 & 5) lasted for fifteen years. It was 6 feet by 4 feet in size, and was hinged in the middle for transport. It folded into a box 6 feet by 2 feet by 1 foot 6 inches. It was an attractive layout and popular at Exhibitions, but was too heavy for me to manage alone; besides it needed a large car to carry it about, and when we moved into a smaller house it had to be rebuilt.

My present model railway fits along one wall of my railway room, and has much less scenery. It folds up to 3 feet 6 inches by 1 foot 6 inches by 9 inches, and fits in the boot of my car. There is another piece called the Fiddleyard, which at Exhibitions is screened off. This travels either in the boot on top of the folded station, or else on the back seat.

When you see the line at Exhibitions you see Ffarquhar Station, the village behind, and a

tunnel through which the trains disappear into the Fiddleyard; but in imagination they are going to Elsbridge, Toryreck, Knapford, Tidmouth and other places in the outside world. The back scene showing the village hides sidings which, again in imagination, go to Locomotive and Carriage Sheds, Stone-dressing Sheds, and a stretch of line laid, tramway fashion, for three miles up to the Anopha Quarry from which the Branch gets much traffic. This line is worked by Toby with help from Mavis, who is a diesel belonging to the Quarry Co.

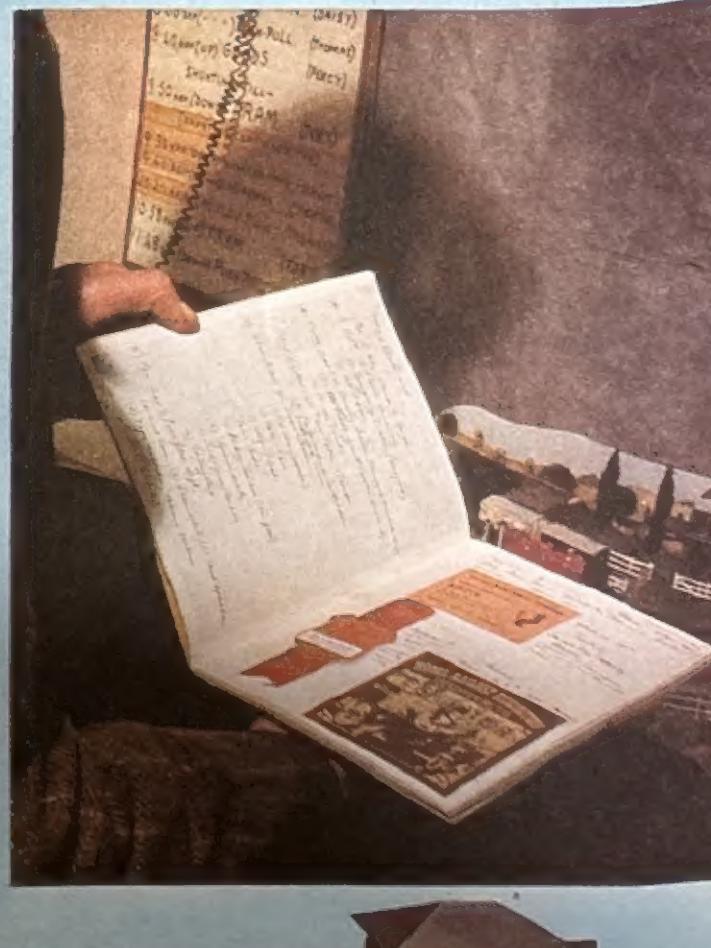
Thomas, Annie and Clarabel work the passenger traffic, assisted by Daisy the diesel Railcar. Percy looks after the goods traffic. He is sometimes helped by Duck. At Exhibitions I work a whole day's Timetable from 6.30am to 11.40pm while a tape recorded commentary tells everyone what is happening, and why. A whole day's working takes about an hour, so I divide it up into three separate sequences of about twenty minutes each. At the end of the third sequence all stock - engines, coaches and wagons - are back where they started, and so we are all ready to begin Sequence 1 again.

Sequence 1 begins when Thomas and Daisy come out of Shed at 6.30am for refuelling. Daisy goes to the oil depot, while Thomas leaves Annie & Clarabel on a siding and goes to the Locomotive depot for coal and water. The first train to arrive at Ffarquhar Station is brought by Toby who arrives up from Knapford at 7.20. He has come through the villages picking up Quarry workmen on the way. He also brings a milk van from Elsbridge Dairy to be loaded at Ffarquhar. Toby draws in to the platform, is uncoupled and shunts the van to the Milk dock. He then backs down to his coaches, pushing them back to the station throat, where he waits for permission to go along the quarry line.

Daisy leaves the oil depot and comes to the platform. She picks up her passengers and is away to Elsbridge and Knapford at 7.40. Thomas collects his coaches, backs them down on the now loaded milk van, and is coupled. He then takes them to the platform where his passengers are waiting. Promptly at 8.0am he is signalled away with his load of commuters.

At Elsbridge, which is the next station down the line, Thomas passes Percy, who is on his way up with a goods train. On his arrival at Ffarquhar, Percy loses no time in beginning his shunting, but he soon has to stop when

Toby comes in with a train from the quarry. Once Toby has left, Percy can start again, and when he has put all his wagons in their proper places he retires to the Loco Depot for water, till at 9.30 Mavis comes out of the quarry line with wagons full of dressed stone. Mavis shunts them to the passenger platform, is uncoupled and scurries away to the quarry line again. Percy backs down on the wagons and is coupled. At 9.40 he is signalled away to Knapford harbour, where the stone is needed for the Fat Controller's Development Scheme.



Thomas returns at 10.20. His next departure is not for another hour; so he leaves Annie and Clarabel at the platform and goes to the loco depot for water. Toby follows Thomas at 10.58; but since Annie and Clarabel are at the platform, Toby is signalled straight through along the quarry line - passengers for Ffarquhar get out at the level crossing in the town. At 11.30, Thomas, now refreshed, picks up one of the vans which Percy left at the Goods Depot and which is now loaded with meat. He shunts it to

the platform where it is coupled on behind Clarabel. Thomas is signalled away at 11.48, and once he has disappeared into the tunnel the first part of the timetable has come to an end.

Well, that's the sort of thing we do. It would take too long to tell you about the other sequences. Perhaps one day you will see us at an Exhibition, and then you can see them for yourself. Now I must tell you something about my models.



I bought THOMAS in 1948 when I was writing "Tank Engine Thomas Again", and wanted to start modelling once more after a lapse of some twenty years. Thomas was one of Stewart Reidpath's standard models with a heavy, cast whitemetal body, and was fitted with his "Essar" chassis and motor. Stewart Reidpath is now dead, and his motors, let alone spare parts for them, have been unobtainable for years; but Thomas still keeps going! He is, as you might expect from his age, a tempera-

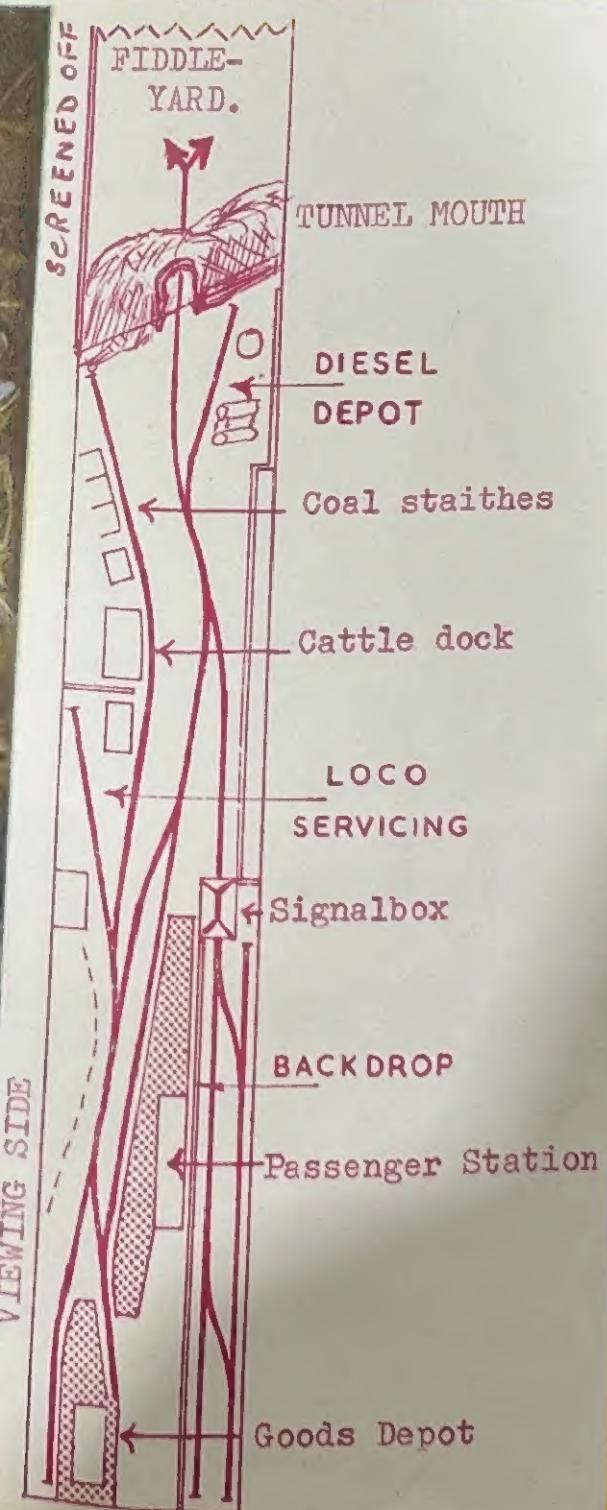
mental old gentleman, and has to be driven very carefully indeed.

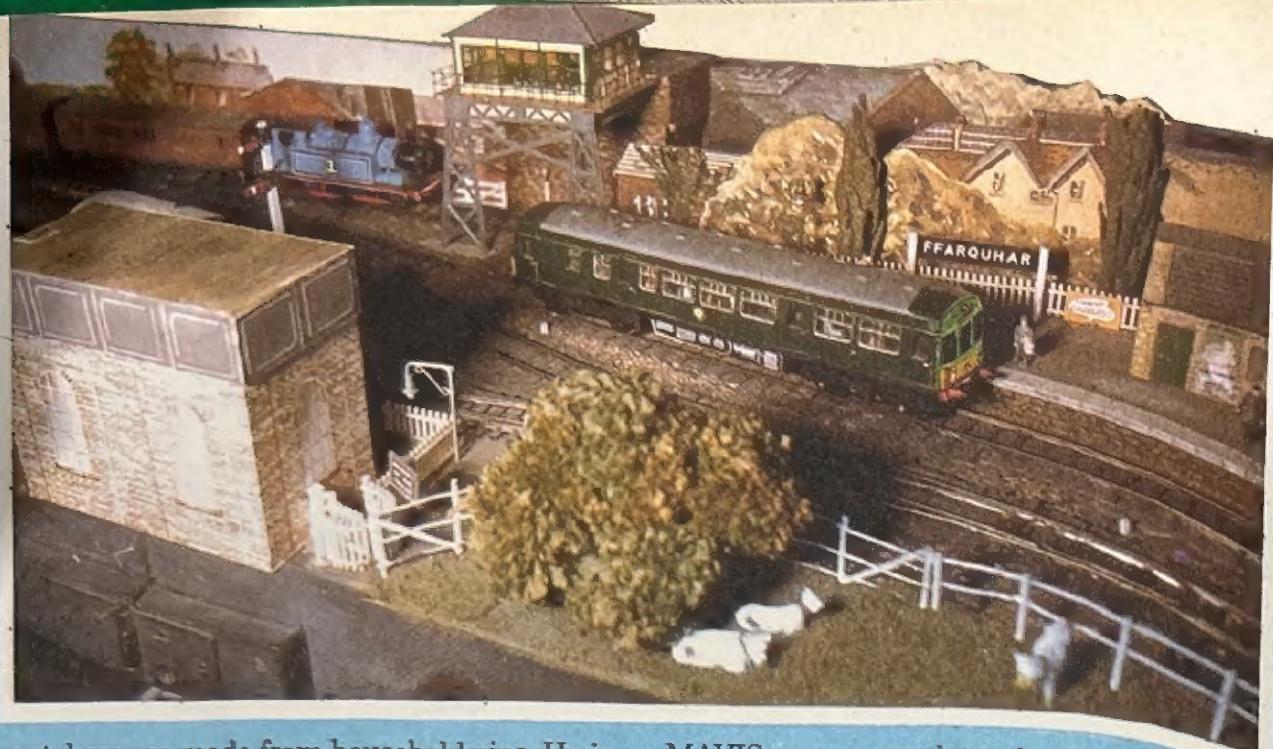
I built PERCY in 1949 (the year I wrote "Troublesome Engines" - the book in which Percy first appears), and I soldered him together out of brass and other parts cut and filed to shape. I wanted another engine - Thomas was then the only one I had - and I also wanted a model of Percy to help our then artist draw his pictures; but the artist didn't pay much attention, so my Percy - the proper one - looks different from the Percy in the books. Stewart Reidpath made a chassis for me and fitted it with one of his motors, so Percy is sometimes as temperamental as Thomas, and for the same reason. He will run and shunt beautifully for weeks on end and then suddenly, and for no apparent reason, decide to be 'awkward'. This can be exasperating, especially at exhibitions. He did this at Nottingham Exhibition 1978, and the only thing to do then was to use my 'Spare Percy' which I had made for just such an emergency.

To make 'Spare Percy' I cut out the boiler and side tanks from a Triang 'Nellie', and filled the resulting space between cab and smokebox with a section of saddletank cut from an Airfix kit. The outside cylinders came from another Airfix kit, and were cemented to 'Nellie's' metal frames with Evostick. I fitted scale size wheels in place of Nellie's rather clumsy ones, and filled up the body with plasticine. The good wheels and extra weight has made 'Spare Percy' into a smooth running engine almost as good as the real Percy in his best moments.

DUCK was bought as a spare engine in 1949. I had promised to show the railway at a Fete, and wanted to be ready for emergencies. He is a Great Western pannier tank engine made by Gaiety Models, a firm long since extinct. When we first tried him out, his wheels were not quite round. This gave him a waddling gait. My children promptly christened him 'Duck', and Duck he has remained ever since, even though he now has scale wheels and runs steadily. My children kept asking for stories about him, but it was not till I wrote "Percy the Small Engine" (1956) that he made his first appearance in a book.

I built TOBY from thin plywood and card in 1953 after the book about him had come out. His frame is of brass pieces measured out, cut to shape and soldered together. His cow-



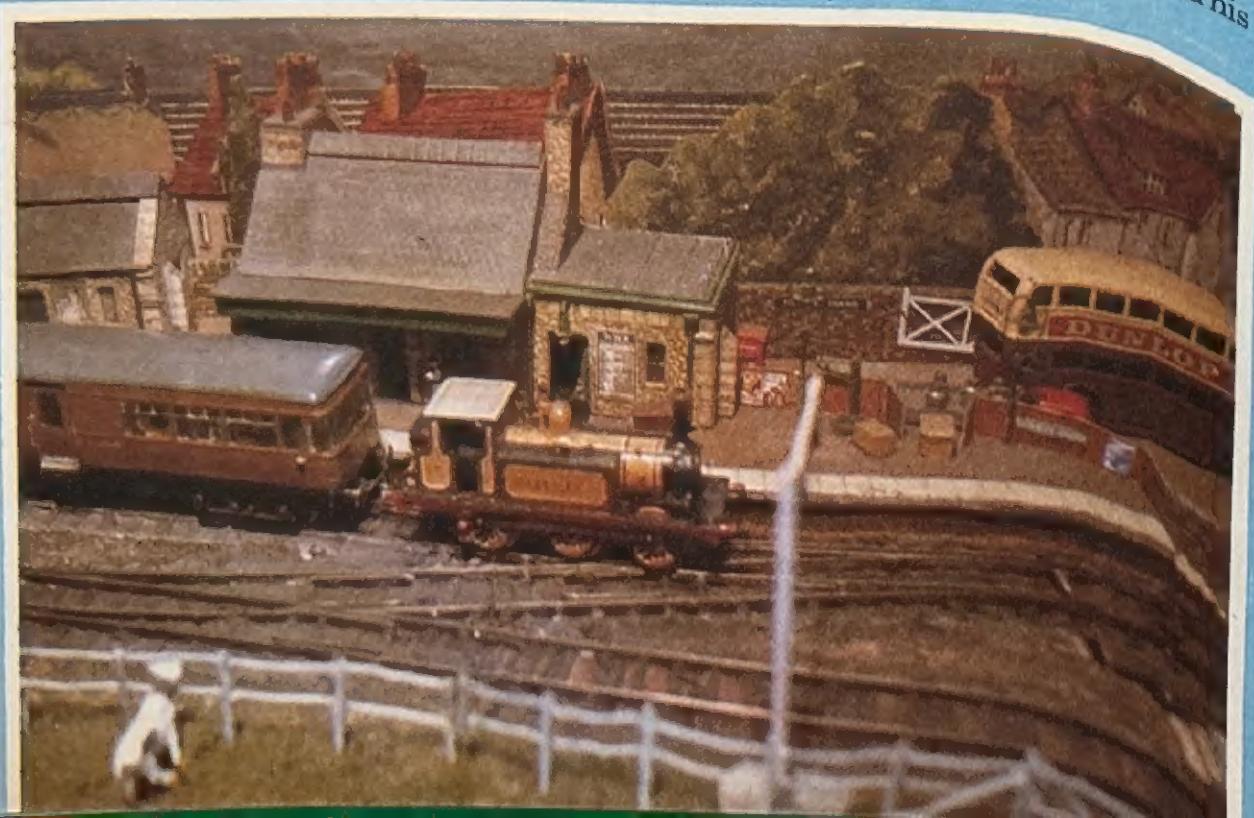


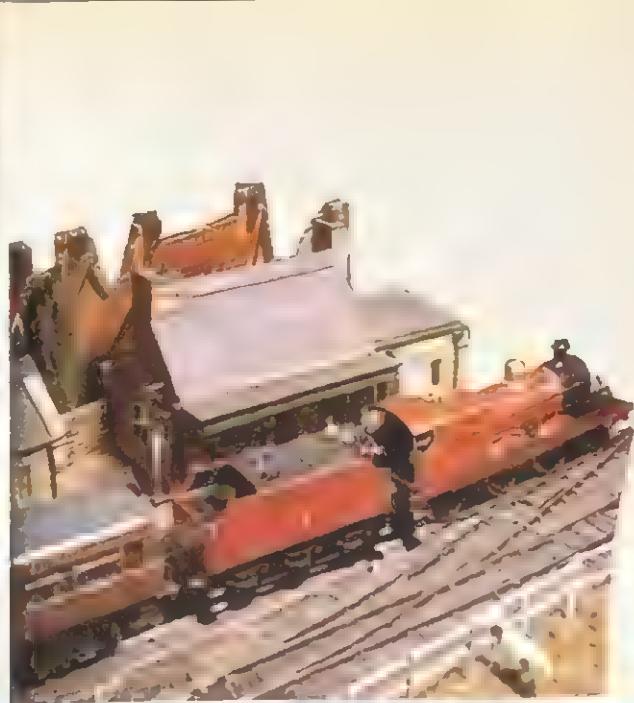
catchers are made from household pins. He is mounted on a Romford motor bogie and in the general way he works well too. But he also is getting old, so I always take along a 'Spare Toby' made from a K's kit in case of emergency.

DAISY was built while I was writing "Branch Line Engines". She was very easy to make. I bought a Triang twin-car diesel set, and all I had to do then was to cut off the driver's end from the trailer car and cement it to the square end of the power car. I fitted scale wheels to the power and trailing bogies and that was that. Daisy is a good reliable performer, and has given little trouble in her 14/15 years.

MAVIS came a year later than Daisy, though she didn't get into a book till 1976! She was easy to make too. Her body is built up from the Airfix kit, and to make her 'go' I fitted her with a K's motor bogie. Her body is stuffed with lead and plasticine, and the extra weight makes her powerful and smooth running.

Of my coaches ANNIE is the real 'antique'. She is 50 plus years old. I built her in 1927, when I was still at school, for a model line which my brother and I then had. I left school in 1929, and could do no more modelling till 1948. I then needed two coaches for my model Thomas. I built another coach to match, called them Annie and Clarabel, and Thomas had his train.





Toby's coaches are HENRIETTA and ELSIE. Henrietta is a model of one of the four wheeled tram coaches which used to run between Wisbech and Upwell. I got drawings of her at the same time as I got them for Toby, but she looked too difficult for me to tackle, so I had her professionally made. She was ready and in service before I had finished building Toby. Once I had finished Toby I started on Elsie. She was a small four-wheeled luggage van also from the Wisbech and Upwell Tramway. She was quite straightforward to build from wood and card once I had made a scale drawing of her. She entered service in 1953.

The goods stock had nothing very special about it. We have four covered vans. These are a six-wheeled milk van, a cattle van, one refrigerated van, and one ordinary box van. There are five open wagons. Two of these for coal and coke were made and painted for me by friends, and the other three are low sided wagons for stone traffic, built from Peco kits. The oil tank wagon I made myself using Triang, Hornby and Airfix parts. The two brake vans – one for ordinary goods, and one for stone traffic – are Graham Farish, and Triang respectively, but altered to suit myself. I doubt if their makers would recognise either of them now!



CITY OF TRURO



Duck is a Great Western Engine, and proud of it. He was thrilled when City of Truro brought an Enthusiasts' Special to Sodor. City of Truro was the first engine ever to reach 100 miles an hour. It happened on May 9th 1904.

The G.W.R. had reached Plymouth first; but by the 1890s the London and South Western had crept round north of Dartmoor and reached Plymouth, so to speak, by the back door. They wanted a share in the Transatlantic Boat Train traffic from Plymouth to London. They claimed all passengers, and considered that the G.W.R. should be content with Mail traffic alone. Each time a liner docked, trains raced to London. Though unofficial, each railway took this racing seriously. Only picked engines and crews were rostered for the work.

Hitherto the generally accepted journey time had been 4½ hours; but on April 3rd 1904 the L.S.W. whisked their train to Waterloo (230 miles) in 4 hours 3 minutes. The G.W.R.'s reply was immediate and devastating. Their route was longer (247 miles), but their next Boat Train reached Paddington in 3 hrs. 54 mins. Then they hammered the thing home by

giving the L.S.W. the almost impossible task of beating a journey time of 3 hrs. 47 mins. It was City of Truro's share in this amazing run which brought her into history.

The North German Lloyd Steamer "Kronprinz Wilhelm" anchored in Plymouth Sound at 8am on May 9th 1904. She had herself made a record crossing in 5 days 21 hours. She unloaded bullion for France, and mails from America, Australia and New Zealand. The 1300 heavy bags were transferred from ship to tender and from tender to train in the record time of 79 minutes. Four minutes later Driver Clements was away with City of Truro and their 5 coach 148 ton train.

They reached Exeter in 59 minutes. This was good going over what has been described as "the hardest road in the Kingdom", but Driver Clements wasn't satisfied. Only a week previously he and City of Truro had done the distance in less. Clearly more effort was needed if they were to beat their previous best. They cleared Exeter at 10.22. Ahead was the 20 mile climb to Whiteball. Driver Clements made the most of the ¾ mile of nearly level

track east of Exeter to accelerate swiftly and attack the grade with determination. City of Truro responded magnificently. She stormed up those gruelling 20 miles in 19½ minutes, topping the summit at 63 mph. In spite of this she still had a reserve of steam left for the feat which followed, a feat so astonishing at the time that the G.W.R. authorities begged Mr Rous-Martin, who as a guest passenger was timing the train with stop watches, to hush up his figures "for fear of alarming the public"!

"What happened was this," wrote Mr Rous-Martin to the General Manager. "When we topped Whiteball we were still doing 63 mph; when we emerged from Whiteball Tunnel we had reached 80; thenceforward our velocity rapidly and steadily increased, the quarter mile times diminishing from 11 seconds at the tunnel entrance . . . finally to 8.8 seconds - this last being the equivalent of 102.3 miles per hour. The two quickest quarters occupied exactly 18 seconds for the half mile - equivalent to 100 mph"

At this point the train was braked sharply because platelayers were dawdling on the track, so Mr Rous-Martin could not confirm the highest speed by a second reading; but his figures have been checked and rechecked over the years, together with those of an independent observer on the train, and most authorities are now agreed that 100 mph was reached.

Speed was again reduced to 68 mph through Taunton. Driver Clements then accelerated; 74 mph at Bridgewater became 77 over the Flats, and City of Truro brought her train to Bristol (128 miles) in just over 120 minutes. She was as sound in steam and cool in bearing as when she had left Shed that morning, and could have taken the train through to



Paddington with no trouble at all; but she was short of coal, and to save time they brought on Duke of Connaught instead.

The South Western still fought gamely for the Plymouth traffic; but their Salisbury accident (1906) brought racing to a tragic end. After this they tried to attract passengers with luxury rather than speed. But the comfortable coaches they built for the service proved strangely unpopular, and the G.W.R. bought them in 1910.

City of Truro's record stayed intact for 33 years till first the L.M.S. in 1937, and then the L.N.E.R. in 1938 broke it handsomely. By then the "Cities" had been scrapped, and City of Truro preserved in York Museum. In the 1950s, however, Enthusiasts' Specials hauled by historic locomotives became popular, and B.R. brought her out in 1957, gave her a rebuild and a new lease of life. But this new lease was short, and she is retired now for good. You can see her in Swindon Museum.







The Keighley and Worth Valley Railway



There was great excitement in the Worth Valley of West Yorkshire on 13th April 1867. Their very own railway was to be opened!

The businessmen of the valley had realised that they were isolated, and unable to compete on level terms with factories in nearby Bradford and Halifax. They needed a railway to Keighley to give quick and efficient transport for their goods.

The brand new Keighley and Worth Valley Railway began, in 1867, a career which was to last for nearly a century. It didn't quite do it, for B.R. closed the line to passengers in 1961 and to goods the following year.

This looked like the end; but things aren't always what they seem. Even before the freight service came to an end, meetings had been held in Keighley, and a Preservation Society had been formed of people who were determined to keep the line running.

The first few years were an uphill slog. Negotiations with B.R. took time; money was short; enthusiasm began to wane, and all the while nature was rapidly taking over. Weeds covered the track, sleepers rotted, and rails and other equipment rusted from disuse.

At last, in 1965, things began to move. The station at Haworth was rented from B.R. and became a small museum attracting visitors and earning money, while locomotives and stock were beginning to arrive.

By 1968 a tremendous amount of hard work had put the line back into shape, and the project began to receive publicity and interest from many quarters. This was a great morale booster for the enthusiasts, who at last found that their patience and hard work was bringing its reward.

On 29th June 1968 the line re-opened, and the first train out of Keighley was impressively double-headed by the Ivatt class 2 and the USA tank engine.

Facing page top – Saddle tank 'Fred' in Haworth Yard.
Facing page bottom – Pannier tank L89 being repainted.

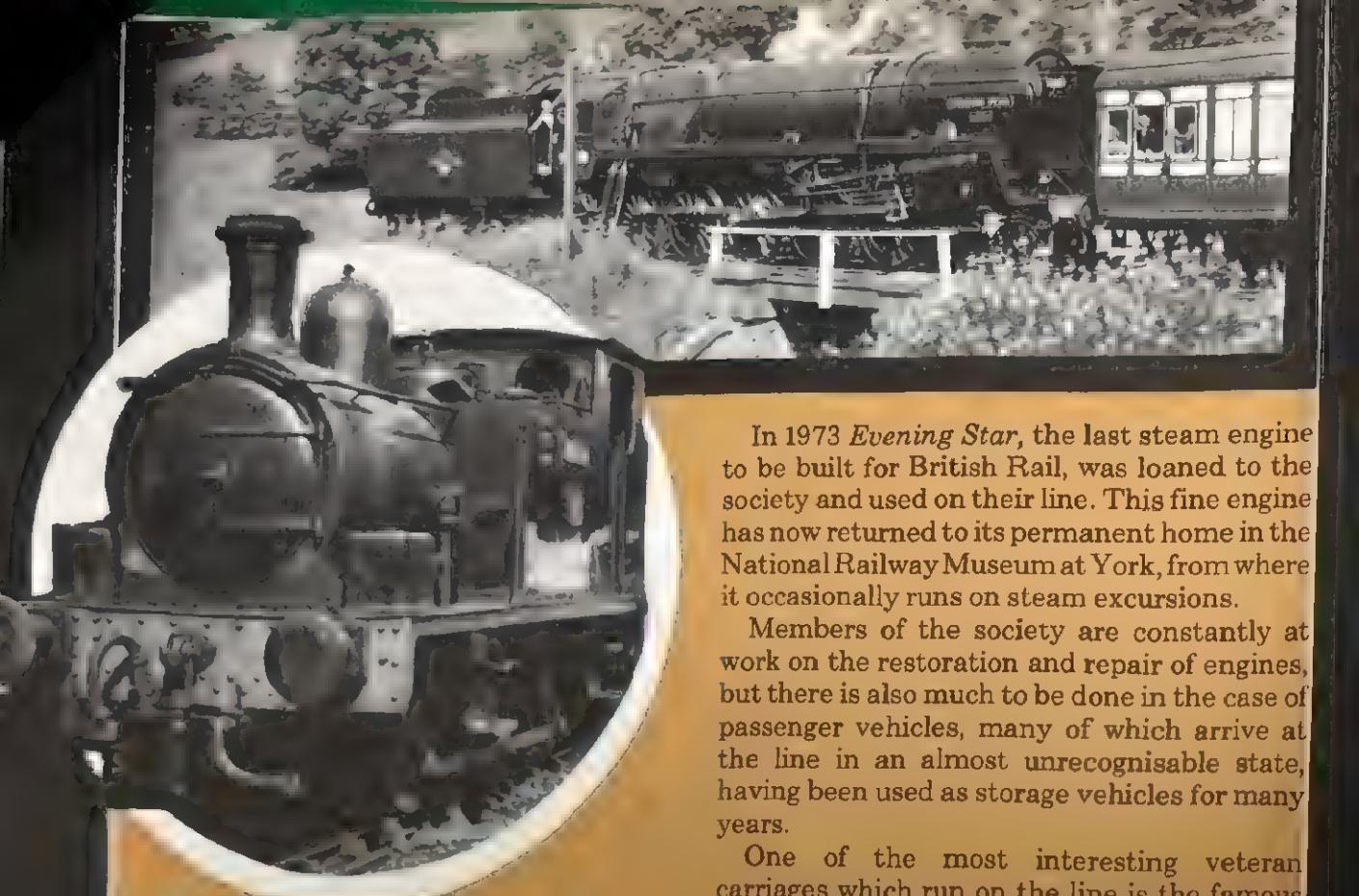
This page top – L89 approaching Haworth.
This page bottom – Evening Star commences duty on the Worth Valley line in July 1973.

Throughout that first summer these two engines were kept busy and by the end of the season an encouraging total of 45,000 passengers had been carried. That figure has risen steadily over the years, and the line is now firmly established as a major attraction for railway enthusiasts and holidaymakers.

The line has been featured in many films and TV programmes, and notably in the 1970 film version of E. Nesbit's *The Railway Children*, for which it provided the perfect period setting.

The oldest locomotive on the line is *Bellerephon*, an 0-6-0 well tank which was built in 1874. Not quite so old, but much in demand by film companies for its quaint and charming appearance is *Sir Berkeley*, a Manning Wardle 0-6-0 saddle tank of 1891.





In 1973 *Evening Star*, the last steam engine to be built for British Rail, was loaned to the society and used on their line. This fine engine has now returned to its permanent home in the National Railway Museum at York, from where it occasionally runs on steam excursions.

Members of the society are constantly at work on the restoration and repair of engines, but there is also much to be done in the case of passenger vehicles, many of which arrive at the line in an almost unrecognisable state, having been used as storage vehicles for many years.

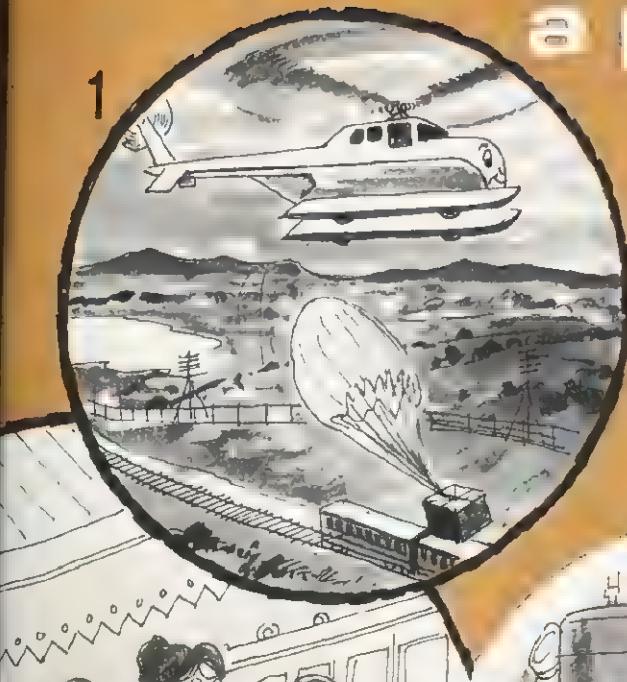
One of the most interesting veteran carriages which run on the line is the famous 'Old Gentleman's Carriage' used in *The Railway Children* (built in 1871 this is now the oldest standard gauge passenger vehicle still in use in Britain). There are also a buffet car from the *Flying Scotsman*, and three Metropolitan Railway Carriages of 1910 to 1923.

All in all, the society boasts a truly impressive and fascinating collection. It is well worth a visit. Combined with a visit to the nearby Brontë Museum at Haworth, it makes a marvellous day out for steam enthusiasts of all ages.

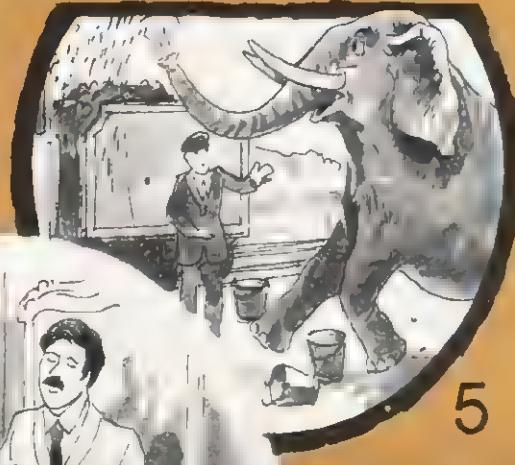


a picture puzzle

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2



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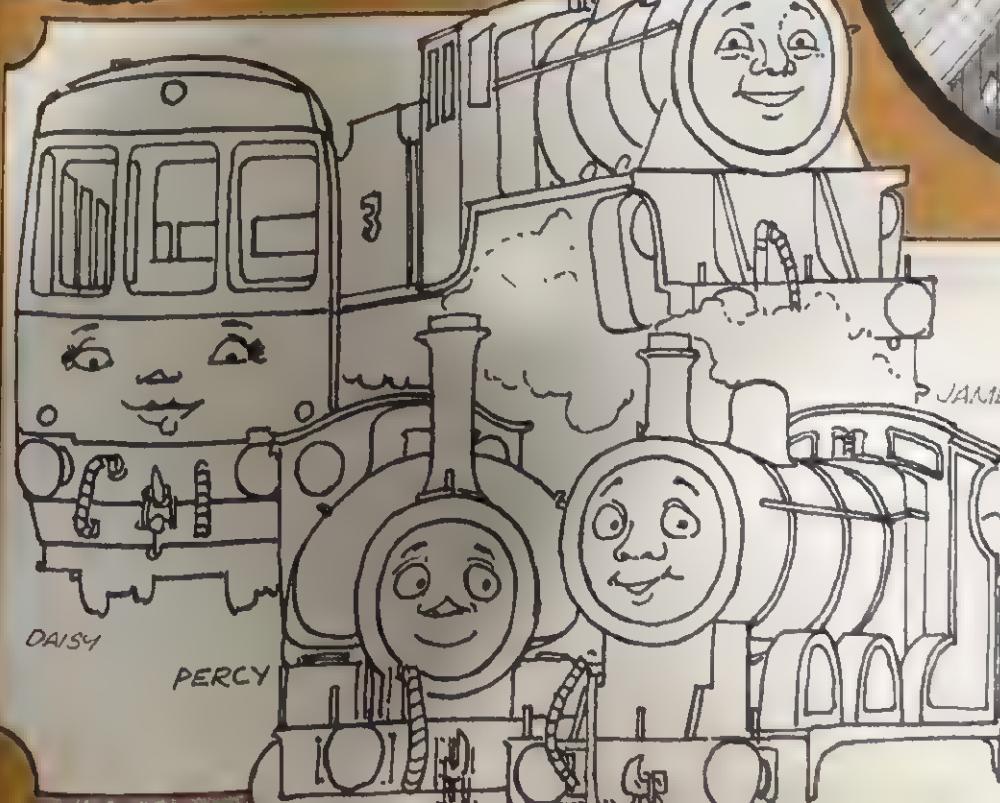


4



3

HENRY



DUCK

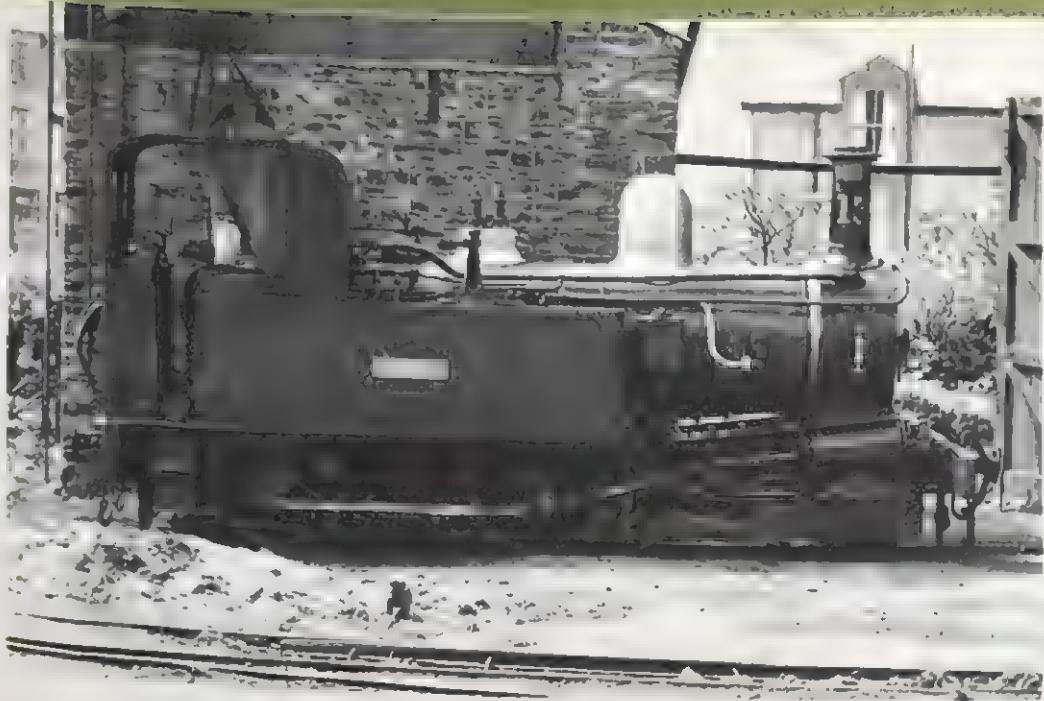
JAMES

DAISY

PERCY

5

Check your answers on page 61



The Isle of Man Railway

I expect some of you will have been to the Isle of Man for a holiday. There are two interesting railways there. One is the Manx Electric Railway, which goes along the cliffs from Douglas to Ramsey. But I want to tell you about the Isle of Man Railway, which is a steamworked line.

It is 3ft gauge and there is nothing like it in Britain. The Isle of Man Railway started business in 1874 with lines from Douglas to both Peel and Port Erin. In 1904 they took over the bankrupt Manx Northern Railway – Ramsey to St Johns, with a branch to Foxendale – which had been beggared when the Foxdale leadmines had failed three years before.

By 1926 the railway was a flourishing concern and had 16 tank engines; 15 of them were pretty little 2-4-0s built at various times from 1873 to 1926 by Beyer Peacock of Manchester. The 'odd man out' was "Caledonia" No. 15. She was a chunky 0-6-0, heavy and powerful, built by Dubs of Glasgow in 1885 for the Manx Northern Railway to haul their traffic from the Foxdale mines. You can still see her in the Museum at Port Erin.

For a long time the railway prospered; then some 15 to 20 years ago things began to go wrong, and it was closed in the Autumn of 1965. For eighteen months locomotives lay in their sheds, coaches and wagons stood forlornly on sidings, stations were locked up and deserted, and all suffered grievously from vandals.

Then, in March 1967, a Company headed by the Marquis of Ailsa leased the line. Re-opening was fixed for June 3rd, so everyone had to work fast. It was hard work to get all ready in time; but it was done, and trains ran to Port Erin, Peel and Ramsey once again. It was hoped that the railway would, like the Talyllyn and the Festiniog, pay its way as a holiday attraction. But, alas for our hopes, the line from St Johns to Ramsey had to be closed a year later. Trains still ran to Peel and Port Erin, but it wasn't long before the Peel line had to be given up. By 1971, when the lease ended, and the old Company had taken over again, some four trains a day were running for holidaymakers on the short stretch between Port Erin and Port St Mary.

But people in the Isle of Man and on the

mainland fought hard to save the railway. They formed a strong Supporters' Association, and they do all sorts of jobs such as mending and repainting Level Crossing gates, fencing and signals. They cut back hedges and bushes, clean weeds from the track, and tidy up station grounds. They clean and wash down the coaches too and do all sorts of other things. They have one aim in mind: the re-opening of the whole 14½ miles of line between Douglas and Port Erin. And, stage by stage, they have succeeded. Trains began running to Castletown from Port Erin; by 1977 they went a further 2½ miles to Ballasalla, and during the Summer of 1978 the first trains for several years ran through to Douglas. We hope that they will long continue to do so.

Of the Company's sixteen engines two have been scrapped, and five are still in working order. Of the rest you can see three in the Museum at Port Erin, but the other six are in the Shed at Douglas. You have to have special permission to see these.

The five working engines are smartly turned out in green. Their brass and copper fittings are kept well polished. The oldest is No. 4 'Loch'. 'She' was one of the first engines on the line and arrived in 1874. She is named in honour of Henry Brougham Loch, Governor of the Island at the time the railway was opened, and it was he who had a new harbour built at Port Erin. No. 10 'G. H. Wood' is named after a great man. G. H. Wood was Secretary and

Manager of the line from its very beginning in 1873 till 1905, when he retired. He did more than anybody to make the line a success, so they named one of the, then, new engines after him, and elected him a Director of the railway, a post which he held till his death in 1925. The other working engines – No. 11. Maitland, 12. Hutchinson, and 13. Kissack – are also named after men who gave long and loyal service to the line.

Whatever else you do when visiting the Island you must not fail to travel on the little train from Douglas to Port Erin and back. The first 6 miles from Douglas is a switch-back over the hills and down again. The climb out of Douglas is steep, and your engine pants so hard that you begin to wonder whether it will ever reach the top. But at Port Soderick, three miles from Douglas the worst is over; all the same it is still up-and-down again for another three miles till we have run down into Ballasalla, near Ronaldsway Airport.

The next station is Castletown, site of the famous Castle Rushen. For centuries Castletown was the Island's Capital. The Governor lived here, and the House of Keys (the Island's Parliament) met first in the Castle and latterly in a house in the town. They meet now in Government House at Douglas and the Governor lives elsewhere, but Castletown is still an interesting and important place.

Beyond Castletown the line twists and turns through lovely country with farms and fields,

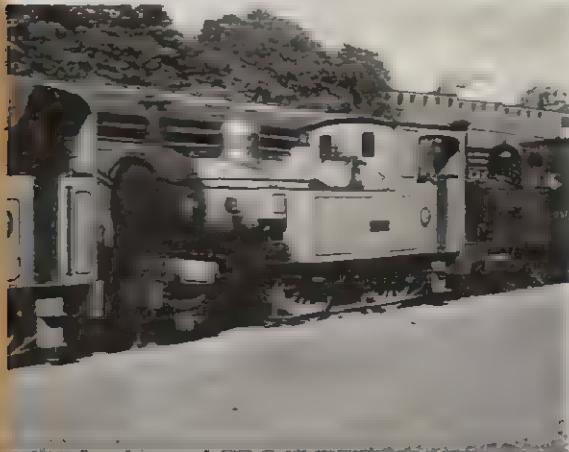




Loco. No 15 Caledonia



Loco. No 12 Hutchinson



Loco. No 16 Mannin

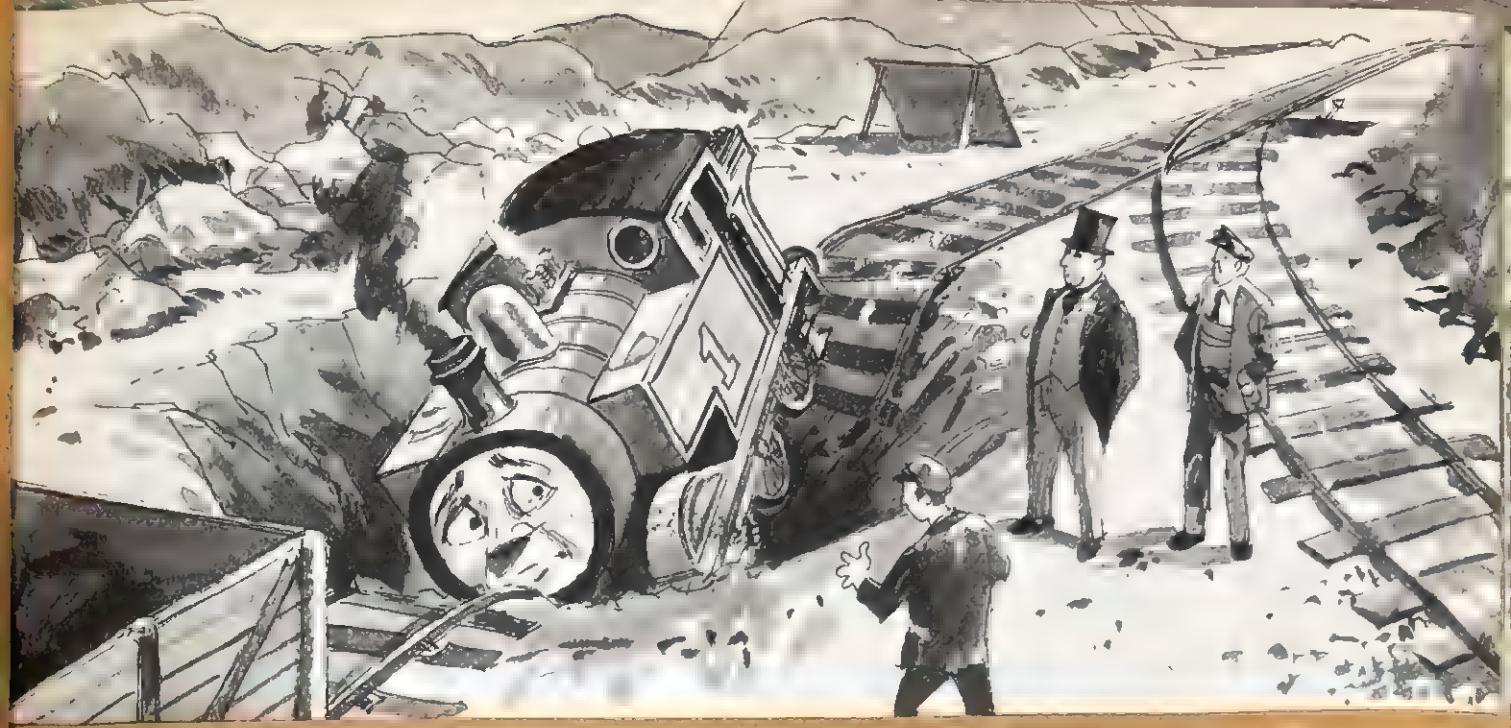
for this is the most fertile part of the island. We pass through Colby, and reach the sea at Port St Mary, a pleasant fishing village where there is a single platform station. One mile further on we reach journey's end at Port Erin, a curious station whose platform is cut into two parts by a Level Crossing slap through it. Port Erin is a very nice place to stay. In the town the Railway Company have opened a museum in what used to be the 'Bus Garage. Here you can see the Queen's

Saloon, another saloon specially built for the Duke of Sutherland when the line was opened, and other interesting things connected with the line's story, as well as three historic engines.

The first is Sutherland, No 1. She was built in 1873, and hauled the Opening train. She was named in honour of the Duke who was the first chairman of the Company. She has not been steamed for many years, but is preserved as nearly as possible in her original condition.

'Caledonia', the Manx Northern 0-6-0, was No. 15 on the Isle of Man Railway, but she has now been given back her own Manx Northern livery of red and black and her original number too. This was 4. After the Foxdale mines collapsed, being heavier and more powerful than any other engine on the island there was little for her to do. She had a bad habit of spreading the track, and she was also heavy on coal. These were expensive habits, so she was kept for emergencies and never put into regular service. She proved her value in heavy slogging work during two World Wars, and in winter, with a snow plough attached, she would make short work of the heaviest drifts. I remember her best of all at the 1967 re-opening, as I helped to clean her and get her steaming for June 3rd, and was on her footplate for part of the afternoon while she was acting as station pilot at Douglas, and doing the job with dignity and despatch.

The third engine is 'Mannin' No. 16. Though the youngest, she too has not been steamed for some little while. She was, I think, due for repairs in 1965, but no money was available, so the job did not get done. It is clear that she was built by the same firm as the others but she has many improvements in design. She was bought to work the Port Erin line at a time when the traffic was so heavy that many trains had to be double headed. She was designed to do the work single handed. She is nearly twice as powerful as any of the other 2-4-0s, and for many years she was worked hard and more than paid her way. Her extra power is not needed now, but if, as we hope, this delightful little railway does get on its feet again, and traffic expands as it should, who knows but that she might be needed again, and emerge from her retirement.



THE ENGINE WHICH DISAPPEARED...

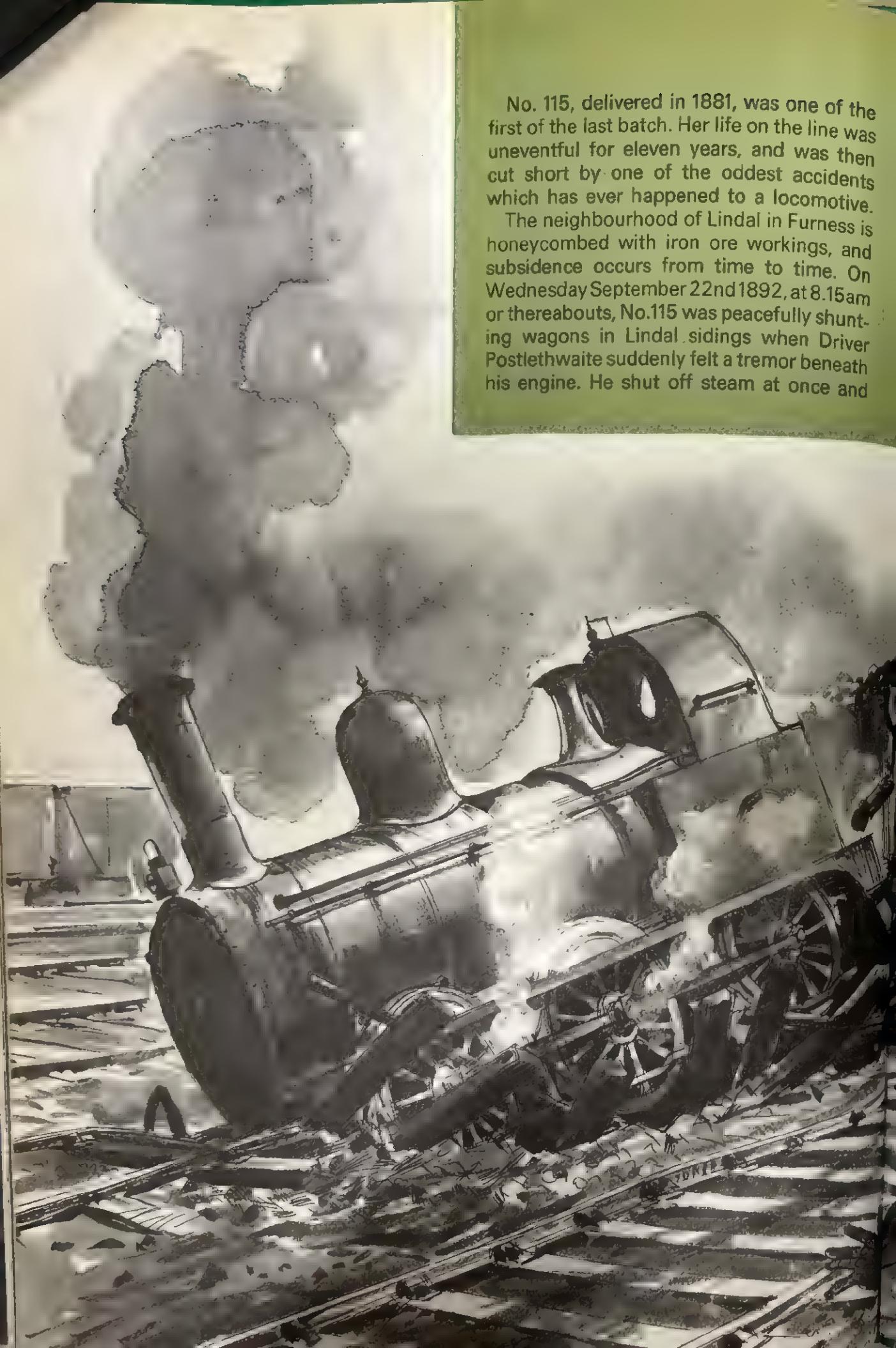
In *Gordon The Big Engine* there is a story called "Down the Mine" in which Thomas falls into a hole. Thomas was rescued, but in the real life story the engine which fell down the mine was never seen again.

The main traffic of the Furness Railway was iron ore. Perhaps this was why they painted their engines a rich brick red – the colour of iron oxide.

At first, for mineral and freight traffic, they used four wheeled engines only. *Old Copper-*

nob, now at York Museum, was one of these. She started work in 1846, and was only withdrawn in 1900. In 1866 however, they bought some 0-6-0 goods locomotives from Sharp Stewart & Co of Glasgow. They were small engines, but very reliable, and were so successful that more and more were ordered. The last batch was delivered between 1881 and 1884, and by that time 53 were at work. The men liked them and nicknamed them 'Sharpies'.





No. 115, delivered in 1881, was one of the first of the last batch. Her life on the line was uneventful for eleven years, and was then cut short by one of the oddest accidents which has ever happened to a locomotive.

The neighbourhood of Lindal in Furness is honeycombed with iron ore workings, and subsidence occurs from time to time. On Wednesday September 22nd 1892, at 8.15am or thereabouts, No.115 was peacefully shunting wagons in Lindal sidings when Driver Postlethwaite suddenly felt a tremor beneath his engine. He shut off steam at once and

reversed, but to no avail; his engine slid downwards, chimney first, into a large hole which had opened up beneath the track. He and his Fireman Robinson had only just time to jump clear. The coupling between engine and tender broke, and the tender was drawn back soon afterwards. The engine's cab remained in view, so breakdown gangs were recalled from Barrow and Carnforth, but they didn't arrive till 2.15pm, and by that time the engine had entirely disappeared.

The Railway Magazine (Vol. 104 – page 503), gives a photograph taken on the day

of the accident, and shows a chasm extending virtually across the whole width of the 8 tracks at this point. They had to fill this in to an estimated depth of 200 feet. It took several months for this 'fill' to be completed and consolidated. During this time goods trains bound for the Barrow/Whitehaven section were sent round via Pehrith and Keswick. Service trains stopped at a safe distance each side of the gap, and passengers walked alongside it from one train to the other.

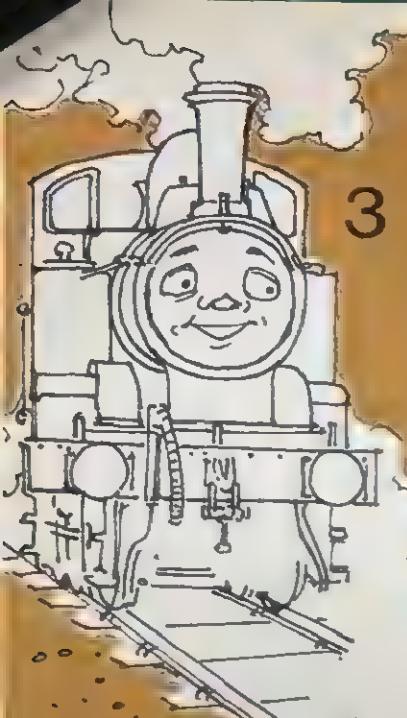
No. 115 was never seen again, and a new engine was built and numbered 115 to make use of the salvaged tender.



Find a Famous Engine

If you take the initial letter of each of these well-known engines or coaches and rearrange them, you will get the name of a very famous engine.

3



4

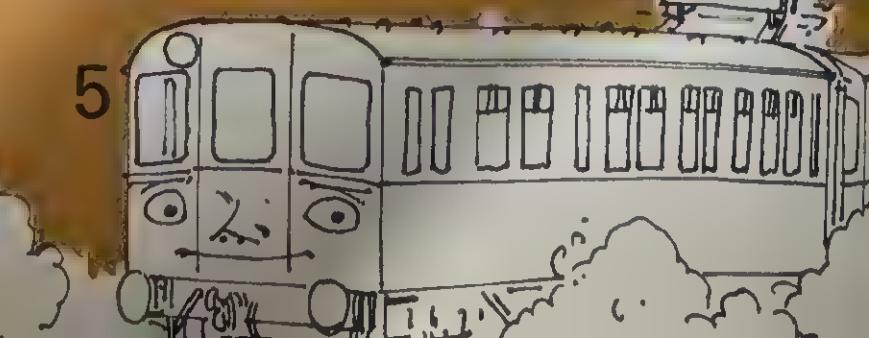


2

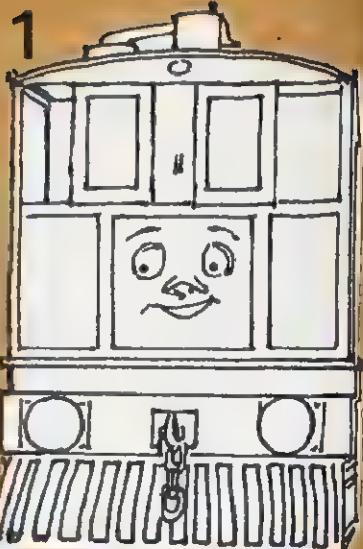


Check your answers on page 61

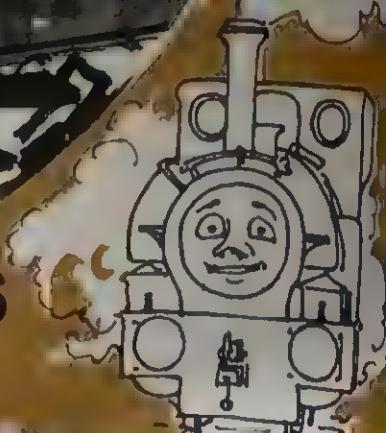
5



1



6





The North Yorkshire Moors Railway

The North Yorkshire Moors Railway, 18 miles long, is one of the longest Preserved Railways in Britain. It starts at Grosmont where it has a junction with British Rail, and runs southward through Goathland and Levisham to Pickering. It lies mostly inside the North Yorkshire Moors National Park.

The line climbs steeply from Grosmont to a summit on the open moor round Goathland. Both Grosmont and Goathland are interesting places to visit. From Levisham the railway descends gently towards Pickering, through Newton Dale where an Ice Age lake overflowed, cutting a deep and winding gorge. The best way to see this is from the railway.



The North Yorkshire Moors Railway is part of one of the earliest Railways in Britain - The Whitby and Pickering - which was engineered by the great George Stephenson himself (1836). It was a lightly built line and the trains were pulled at first by horses. They began using steam in 1845. Since then it has belonged to the York and North Midland, the North Eastern, the London and North Eastern, and finally to B.R. who took over in 1948, and closed the line in 1965.

Two years later, a Preservation Society was formed. They were helped by the English Tourist Board and the National Park, and after a great deal of hard work the restored line was opened by the Duchess of Kent in 1973.

Today there are 20 steam engines available for work on the railway including two LMS black 5s ("Eric Treacy" and "George Stephenson"), and one of the celebrated LNER K1 2-6-0s, No 2005.

Generally the trains are steam hauled from Grosmont to Goathland and back, while diesels do the remainder of the journey to Pickering. This is to avoid danger of fire in the National Park area. The railway runs through wonderful scenery, but that is not all. At many places you can see interesting reminders of the



past. At Grosmont you can still see the remains of George Stephenson's original rail route which climbed to Goathland by a rope worked incline. It was only in 1865 that the present line was cut to avoid the steepest part of the route.

Beyond Goathland is Fen Bog. Here the usual attempts to build a trackbed just vanished into the boggy ground. George Stephenson had to build a firm foundation by laying down sheep fleeces filled with heather. These, so to speak, floated on the treacherous surface and he was able to build up his trackbed on them. The area is now a Nature Reserve.

At Raindale Mill near Levisham corn was ground with a water wheel till 1918. You can see the mill now at the Castle Museum in York.

The Forestry people are planting trees in the area; there is a Trout Farm near Pickering; and in Pickering itself is the Castle, built by William the Conqueror.

There are many other interesting things to see in the area, and a visit to the North Yorkshire Moors railway is very well worth while.

NOTE "Eric Treacy" and "George Stephenson" are like "Henry" except that they are black while Henry is green.



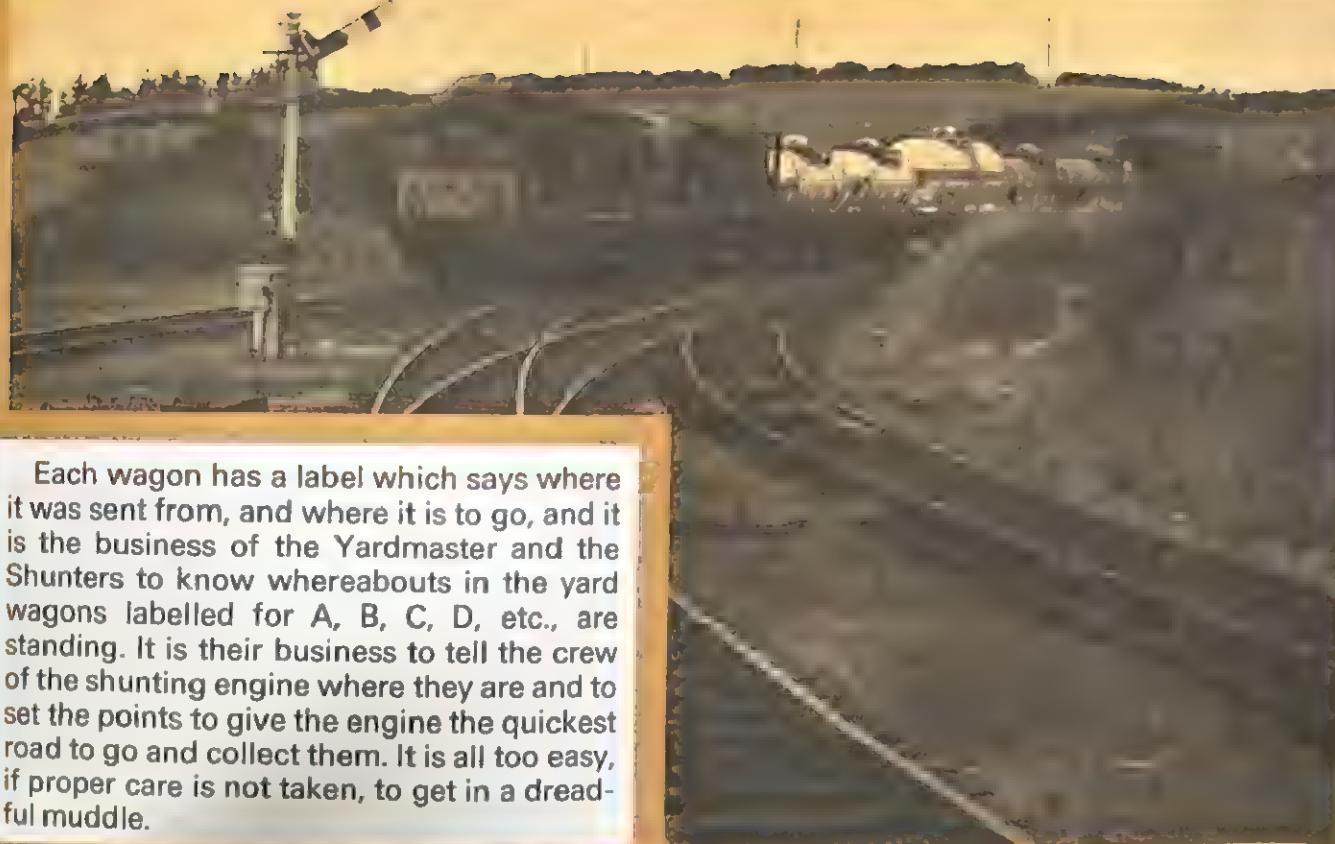


SHUNTING ENGINES

Shunting engines have an important job to do at stations and goods yards. They have to push and pull trucks and coaches, arranging them for the big engines to take away on their journeys.

Shunting and train assembling is a skilled job. For goods trains especially it is not a matter of collecting a train of wagons in any old order. They must be in the *right order*. A goods train will have to drop wagons at many different stations along its route. We will call them stations A, B, C, D, and so on. The first wagon put ready is the Brake, or Guards Van. Next to it are assembled all wagons for Station A (the first station along the line), then come those for Station B (the second station), and so on until we get to those for stations X, Y or Z (the last stations). The wagons for these will be assembled nearest to the engine.





Each wagon has a label which says where it was sent from, and where it is to go, and it is the business of the Yardmaster and the Shunters to know whereabouts in the yard wagons labelled for A, B, C, D, etc., are standing. It is their business to tell the crew of the shunting engine where they are and to set the points to give the engine the quickest road to go and collect them. It is all too easy, if proper care is not taken, to get in a dreadful muddle.

Top – A diesel engine similar to Boco moves wagons in Anglesey.
Bottom – Shunting coaches for the boat trains at Holyhead.





Diesel shunter in Preston station.

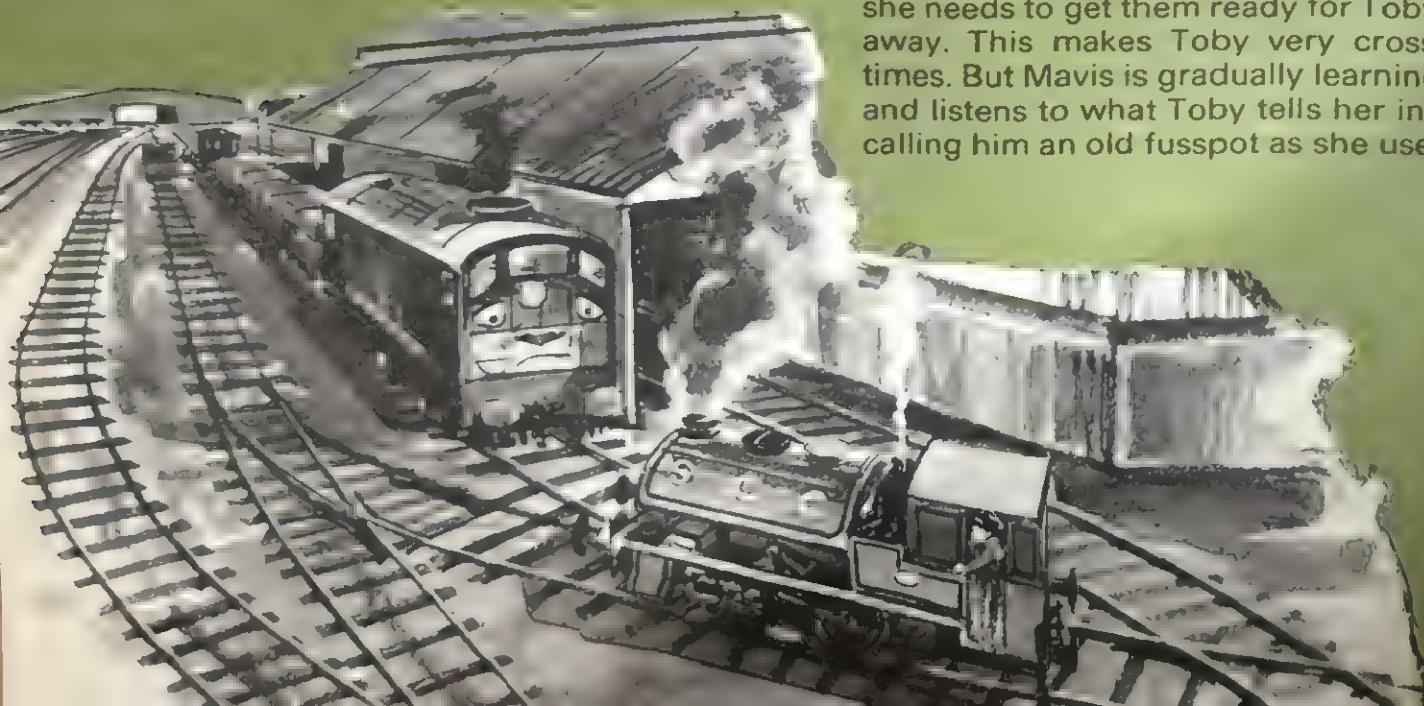
Percy, Duck, Mavis, Boco and Oliver spend much time shunting. Do you remember some of the funny things which happened to them?

DIESEL DISASTERS

The first diesel who came was conceited and was soon sent away. He thought he knew everything without having to learn. He got the Yard in the Big Station (Tidmouth) in a dreadful tangle, and was very spiteful to Duck. We have told the story in *MEET DUCK*.

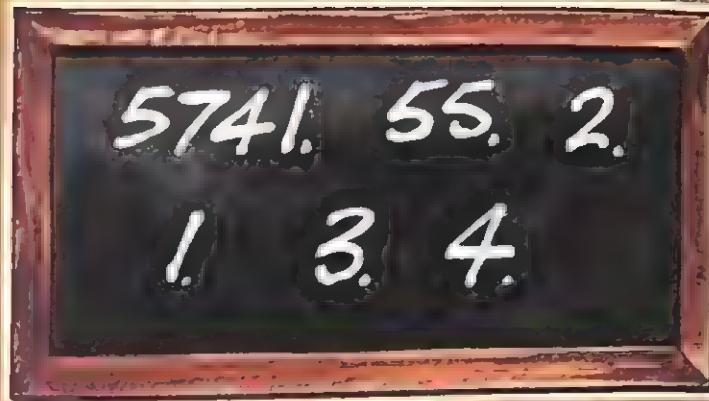
BOCO got in a muddle too when he first came, and collected trucks belonging to Bill and Ben instead of his own, so Bill and Ben played a trick on him and paid him out. He is now very careful not to make any more mistakes. He is now a useful engine and Gordon thinks he's wonderful.

MAVIS, up at the quarry at the end of Thomas's Branch Line, is a muddler. She puts trucks on sidings and then forgets where she has put them, and can't find them when she needs to get them ready for Toby to take away. This makes Toby very cross sometimes. But Mavis is gradually learning better, and listens to what Toby tells her instead of calling him an old fusspot as she used to do.

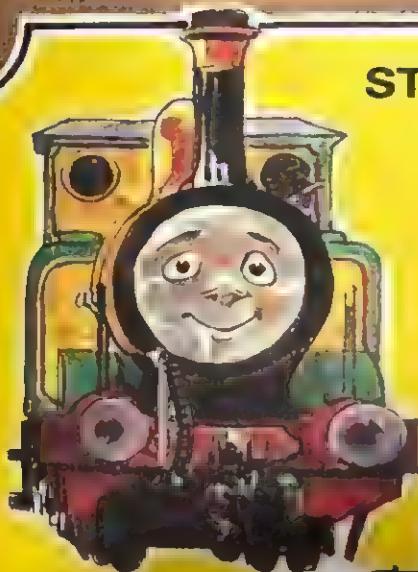


Number the Engines

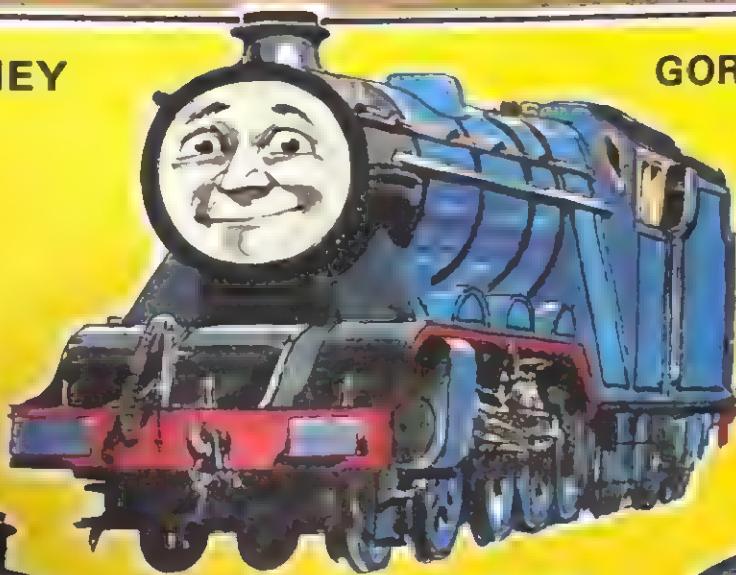
Can you put one of the numbers on the station number board into the correct square for each engine?



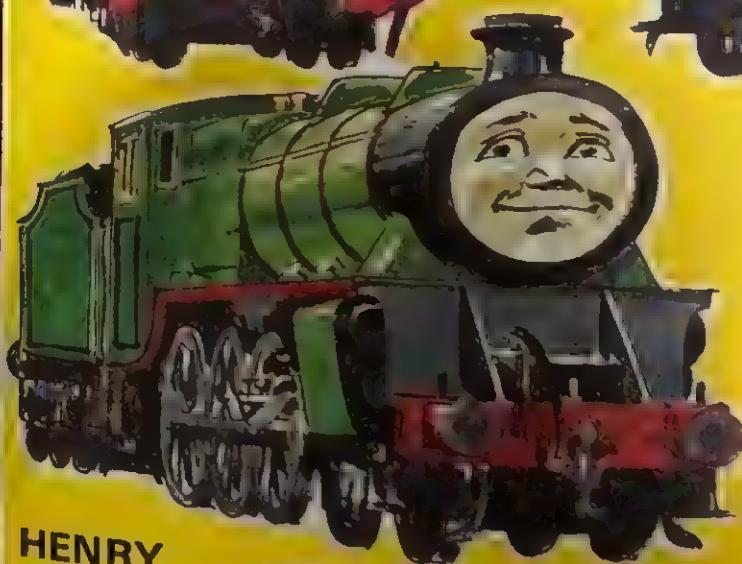
STEPNEY



GORDON



EDWARD

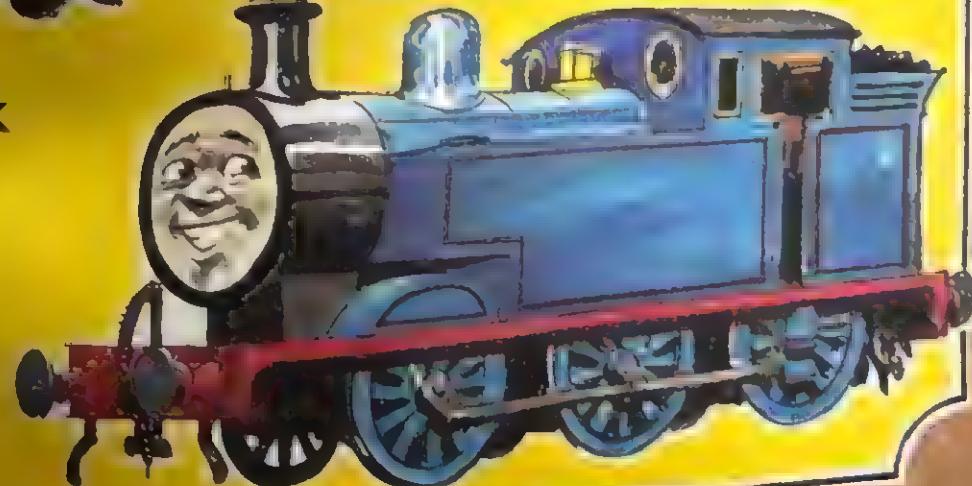


HENRY

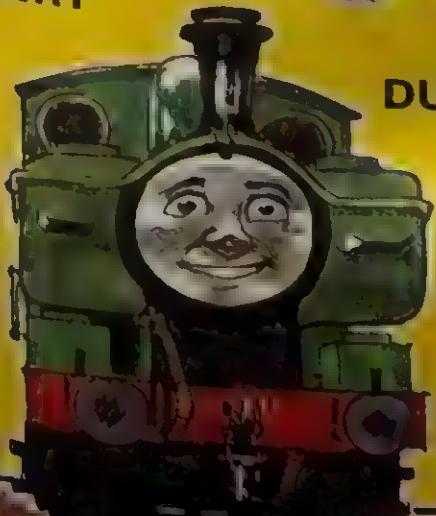
NO	NO
NO	NO
NO	NO



THOMAS



DUCK





James is a red engine who, when he first came, lived at the Big Station at the other end of the line (Vicarstown). The Fat Controller called him a "mixed traffic engine" because he was designed to pull both coaches and trucks. He has two small wheels in front and six driving wheels behind.

He had an accident on the first day he arrived, and ran off the rails into a field. The Fat Controller had him mended and gave him a new coat of red paint to cheer him up.

The red paint made him conceited, and on his first day at work he was so proud of himself that he let off a burst of steam "Wheeeeeeee-eeesh", and spattered a shower of dirty water over the Fat Controller's new top hat. James didn't wait at the station any longer!

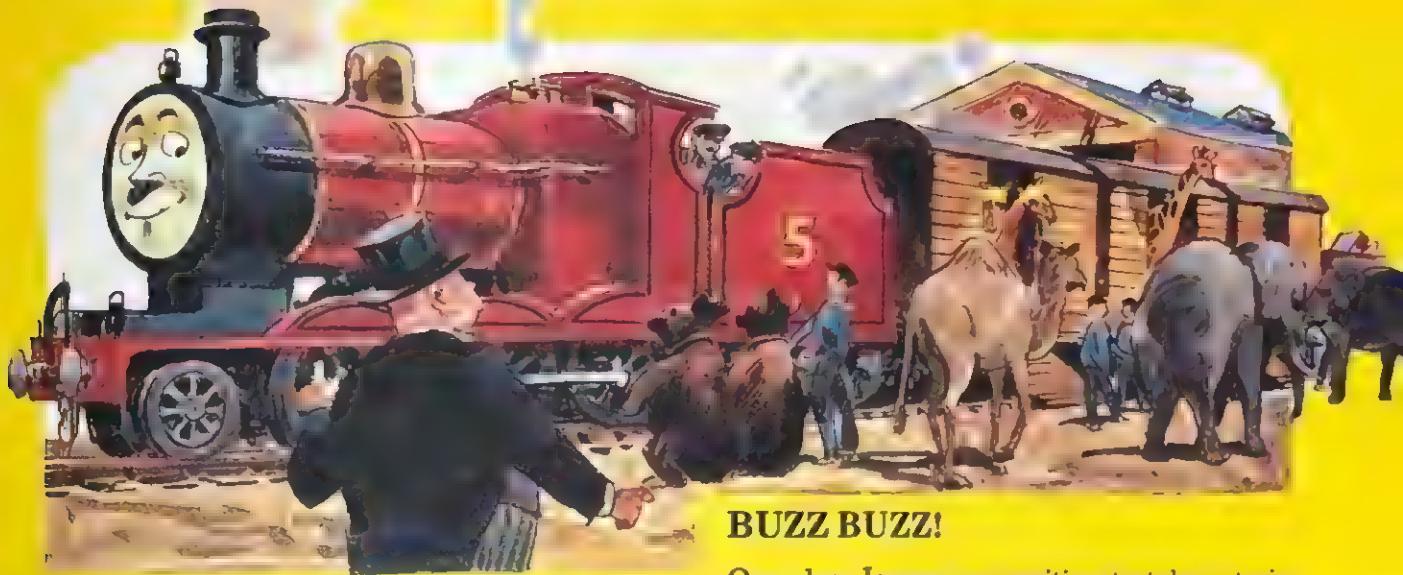
Edward was 'double-heading' with James that day, and after they had climbed Gordon's Hill together, Edward told James how Gordon had stuck, and how he had had to push him up.

James laughed so much that at the next station he startled an old lady and made her drop all her parcels.

When he got home again the Fat Controller told James off and said that if he didn't behave he would take away his red coat. James didn't like that. He was so cross that when he next took a train he grumbled at the coaches and banged them about so much that he caused a leak in the train brake pipe. They had to stop and mend the leak with a pad of newspaper and a leather bootlace.

The passengers were very cross and complained to the Fat Controller, who shut James up in the Shed for several days till he had learnt how to behave. James hated that, and told the Fat Controller he was sorry. The Fat Controller forgave him, but Gordon and Henry teased him about bootlaces for a long time afterwards.





JAMES TO THE RESCUE

The Fat Controller made sure that James was a Useful Engine by seeing if he could manage a train of the most troublesome trucks on the line. James did so after a hard struggle.

A little while after that he gave James a treat by letting him pull a special train full of circus animals. The other engines envied him very much.

At that time Henry was never very well. His fireman said that he would never make steam properly till he had the right kind of Welsh coal. So the Fat Controller sent James off to get some. It was expensive but it did the trick and made a different engine out of Henry.

"Whoosh! Thank you, James!" whistled Henry as he steamed gaily away. "I've never felt better in my life."

BZZZ BZZZ!

One day James was waiting to take a train away when a hive of bees was broken on the platform by a careless porter. The bees buzzed round James' Driver who hit at them with his shovel. Then, leaving him, they swarmed round James' warm boiler.

Now only the day before James had been telling Duck that he was not afraid of bees, who after all were only insects and could be easily frightened away by letting off smoke at them.

But when the bees settled on James' hot smokebox, they burnt their feet and thought James had stung them on purpose, so they stung him back! James whistled loudly, and startled his Driver and Fireman so much that they set off at once, leaving their train behind.

When he reached the shed that night the engines were all talking about a new beehive on wheels. It was red, they said. Then they all went "Buzz, Buzz, Buzz," and laughed a lot.

Poor James!



THOMAS' BRANCH LINE

Inside the cover of the first Annual is a map of my Island. It is called the Island of Sodor. This is the place where the Fat Controller, the Thin Controller and the Small Controller live, and where the Big Engines like Edward, Henry, Gordon, Thomas, Percy and Duck have their railways. The Little Engines like Skarloey & Rheneas, Peter Sam and Sir Handel have their railway here too, and so do the Small Engines, Mike and Bert and Rex. It is a very nice Island, and Thomas is quite sure that without him, or so he says, I shouldn't have discovered it at all.

If the truth were known, however, it wasn't Thomas at all, it was my own three children who started me discovering the Island; but it wouldn't be any good telling Thomas that. He just wouldn't believe me!

What really happened was this. I had just written the last story for the fourth book which is *Tank Engine Thomas Again*. The story was about the race which Thomas had with Bertie the 'Bus. I always tried the stories out on my children and so I read this one to them to see how they liked it. (That was a long time ago, they are all three grown up now with boys and girls of their own). Anyway they listened happily to the first page where Thomas and Bertie decide to have a race, and then we got to the second page where Thomas didn't go fast at first, and Annie and Clarabel were worried. "Why don't you go fast? Why don't you go fast?" they twittered. Thomas wasn't

worried, he remembered the Level Crossing. "There was Bertie fuming at the gates while Thomas sailed gaily through."

"That's not fair," said my three children all together. So I had to write and rewrite the story till they all agreed that it was fair. We did it by drawing a plan of the branch line, and making sure that Bertie was held up by level crossings and traffic-lights only the same number of times that Thomas was held up by stations and signals. Then we found the place where they had the most exciting part of their race. This was up the valley from Elsbridge where road and rail ran side by side with a stream tumbling between them. Bertie had been held up by traffic lights at a narrow bridge over the river, while Thomas had had to stop longer than usual to allow another train to come through. Eventually Thomas got away first, but a moment later Bertie started with a roar and soon shot ahead. Thomas however gained speed moment by moment, and in spite of all Bertie could do he drew well ahead, and won handsomely with no unfairness at all.

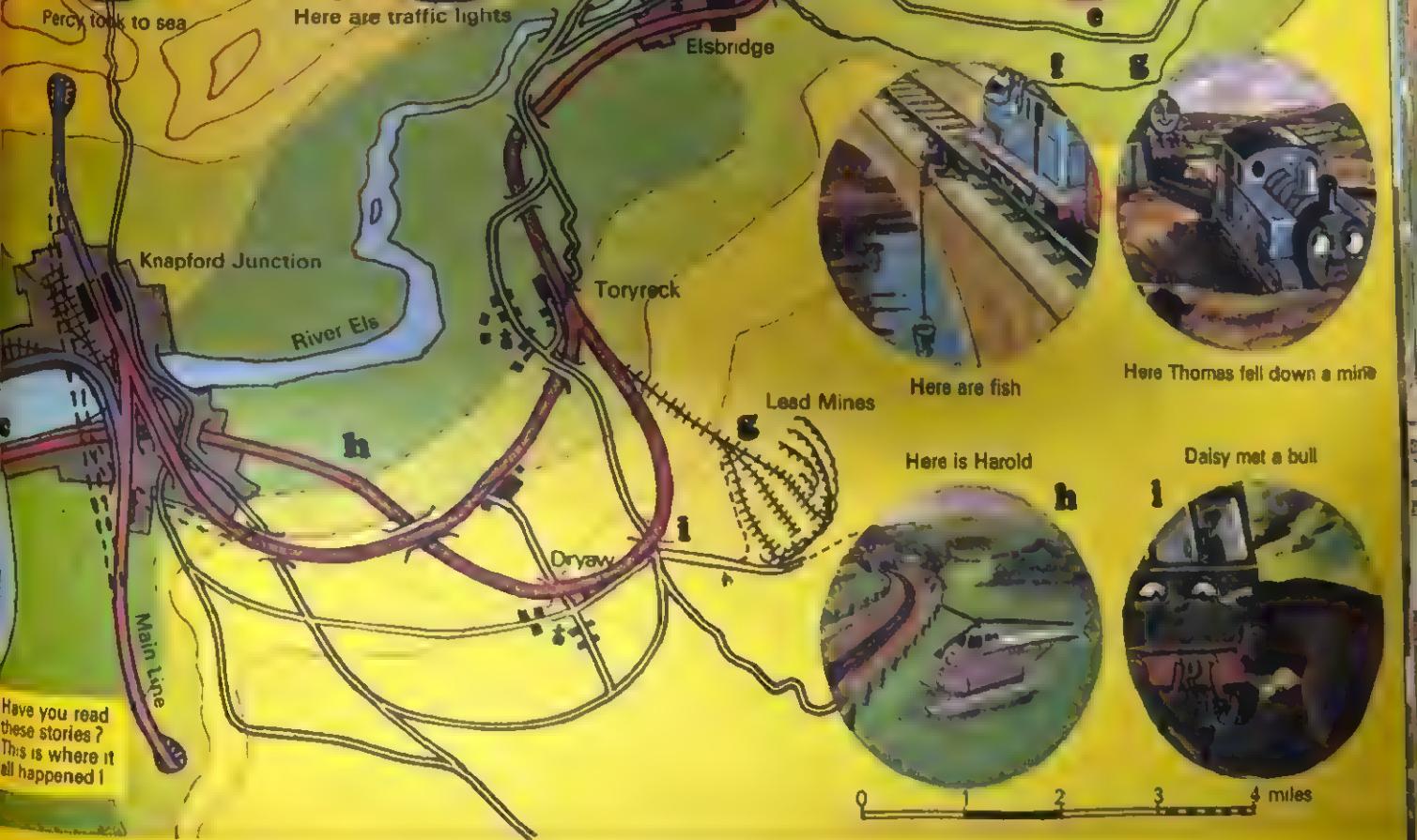
Once we had the map, my children wanted to know where the other stories in the book had happened; so we found them on the map. I found the map useful when I wrote other stories about the Branch. With its help I knew just where Thomas fell down the mine; where Percy fell into the sea, and where Daisy met the bull. It is, you see, much easier to write a story if you

can work out from a map where it happened. It is easier too for the artist to draw good pictures if he has the map to tell him what sort of scenery to put in. Mr Edwards is very good at this.

You can have fun with it too. Read the stories in the books. Look at the pictures, and compare them with the map. You can then find out where Stepney stopped the cricket match; where Percy had treacle spilt over him; where Toby 'walked the tight-rope', and so on.

Thomas's Branch line map became so useful that I decided that a map of the whole Island would be more useful still. I drew one showing the mountains and rivers, roads and lakes as well as towns and railways. Mr Edmund Ward had a large copy of it made for me. It is 4ft long and 3ft broad and hangs on the wall of my study. Mr Edwards used it when he drew the map of my Island which you can buy in the shops. I know now the names of the places where the people live, what industries they have on the Island; where the boys and girls go to school; where they go for their holidays . . . and lots of other things as well. Mr Edwards finds it a great help when he draws the pictures. I've even discovered something about the history of the Island, but that is another story.

It has all been great fun. So you can see that Thomas was only partly right when he said "If it hadn't been for me and my race with Bertie you wouldn't know much about us at all!"



Have you read
these stories?
This is where it
all happened!

This map is reproduced by kind permission of Kaye and Ward, publishers of the Railway Series books. It is from their excellent publication, *Surprise Packet*, which can be bought at bookshops everywhere. The packet features bright and exciting games and puzzles, as well as a wealth of information to fascinate and delight all Thomas The Tank Engine fans.

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MEET THOMAS



Thomas the Tank Engine is a smart little engine with a mischievous smile and smart blue paint and a big gold No.1 on his side tanks. He used to work at the Big Station but he got tired of that and wanted to get out and see the world. He managed it at last when Edward let him pull his goods train for him, and afterwards when he had worked hard helping James after his accident the Fat Controller was pleased and gave him a Branch Line all to himself. But that didn't stop him having adventures.

SNOWED UP

Thomas is like most of us. He is good sometimes and naughty at others. One day there was a heavy fall of snow so his Driver made him put on his snowplough. Thomas didn't like his snowplough. It was heavy and un-





comfortable, so on his next run Thomas broke it on purpose, and it had to be taken off. Thomas was delighted; but when he went out again without his snowplough he ran into a deep drift and got stuck. Fortunately Terence the tractor was working nearby, and with the help of his caterpillar wheels he was able to pull Thomas free.

Thomas was so glad to be safe from being buried in snow that he promised his Driver that he wouldn't be silly anymore.

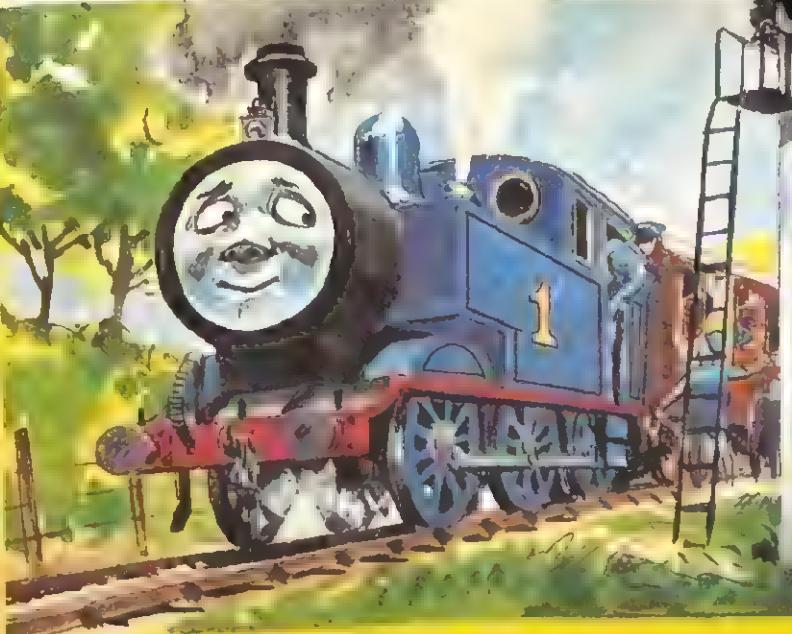
THE RACE

When Thomas had been stuck in the snow it was Terence who got him out, but a 'bus called Bertie took his passengers. Bertie teased Thomas about it, and said he could go much faster than Thomas. They had a big argument,

and to settle it they decided to have a race. They began at the junction, and whenever Thomas had to stop Bertie chased ahead, and whenever Bertie had to stop Thomas got ahead. At last, when they got to Elsbridge, Bertie was held at the traffic lights and Thomas at the station. Bertie started first and soon shot ahead, but Thomas put on full speed and slowly but surely drew ahead, and by the time Thomas shot into the tunnel Bertie was toiling far behind.

They often talk about their race and would like to have another, but Bertie's passengers don't like being bounced about, and the Fat Controller disapproves of engines running at dangerous speeds. So we don't think they ever will.





GUARD CHASES TRAIN

Thomas always likes to start his trains at the proper time. He is away the minute he hears the Guard's whistle blow at a station. One day at the Junction Henry was very late, and Thomas was more than ever eager to get going and make up for lost time.

The Guard blew his whistle and Thomas started off. The Guard usually jumped quickly into his van, but this time when he jumped his leg got tangled in an old lady's umbrella and he sprawled on the platform. Thomas meanwhile was puffing right away.

The Guard picked himself up and chased after the train, but a signal checked Thomas and the Guard was able to catch up.

PERCY'S "GHOST"

Thomas was sure he would never be frightened of ghosts.... until he saw one himself, of course!

Percy was coming home late one night, and in the dark he crashed into a cart loaded with lime which had got stuck at a farm crossing over the railway. No one was hurt, but Percy was covered in lime and white all over.

He met Toby and they decided to play a trick on Thomas. This is what they did. Toby hurried to the Shed where Thomas was being oiled up for his next run. He told Thomas that Percy had had an accident, and that he had seen something which looked like Percy's ghost which had said it was coming to the Shed to warn them.

"Pooh Pooh!" said Thomas.

But when Percy, still white, glided past them into the shed and out again, Thomas was very frightened indeed. He ran off and spent the night in the Goods Shed!

Thomas was not his normal self for some time afterwards!

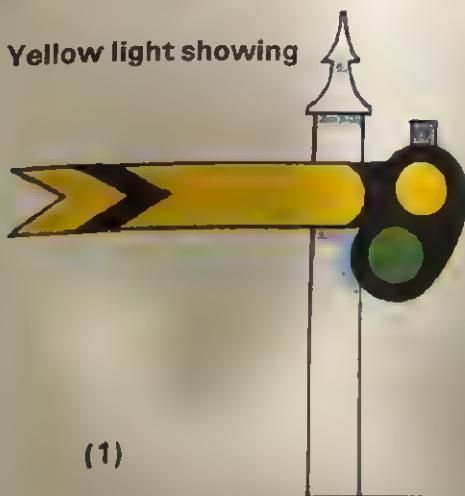




KNOW YOUR SIGNALS

Look carefully at these signals.
Do you know what they are saying?

Yellow light showing



(1)

Green light showing



(2)

(3)

Red light showing



Green light showing

Green light showing

Yellow light showing



(4)



A SPECIAL DAY OUT

If you have read the stories about Bert, Rex and Mike in the Rev. W. Awdry's book *Small Railway Engines*, you will want to know a little about the home of the three real engines on which their characters are based. The real engines, River Irt, River Esk and River Mite, work on the Ravenglass and Eskdale Railway in the Lake District.

The history of the railway goes back to 1875, when a 3ft gauge railway was opened in the Eskdale valley to carry iron ore from the mines around Boot, and link up with the standard gauge Furness Railway line at Ravenglass, where the ore was transferred to standard gauge wagons for the remainder of its journey to ironworks at Whitehaven.

Within ten years though, the mines had failed, and though the railway carried on a passenger service in the valley for some years, there were never enough passengers, and the line was closed in 1913 and soon became derelict, and overgrown. But something strange happened.

In 1915 Mr. W. J. Bassett-Lowke visited the abandoned railway, and decided at once that it was just what he wanted for a new venture which his company, the famous model-building firm, had in mind. Bassett-Lowke, and a subsidiary company, Narrow Gauge Railways Ltd, were looking for a line on which they could fully test the abilities of their scale-model locomotives. Their little engines were marvellously efficient at pulling train-loads of holidaymakers on short trips, but Mr. Bassett-Lowke wanted to know just what they could do in tougher conditions.

Such was his enthusiasm for the Eskdale valley line that he immediately bought it, and within seven weeks had converted a mile of the track to the necessary 15in gauge. This part of the line re-opened as a miniature railway on the 28th August 1915.

Over the years more and more of the line was opened up, and it was run from the start as a 'real railway': carrying passengers, mail for the Post Office, and even freight, as from 1922. This freight - stone from the quarry at

Beckfoot – was very heavy indeed, and a new and powerful steam locomotive – River Esk – was designed and built especially for these trains.

The working railway had a long and successful career, carrying on through several radical changes in the services offered, and also through several changes of management. But the most dramatic change was to come in the late 1950s, when the then owners, a quarry company, put the railway up for sale, and it was bought for a preservation society.

A new company was formed, and the Ravenglass and Eskdale Railway Company now runs 'the Ratty' (as the line is affectionately known), very successfully indeed as a tourist attraction for all those thousands who are fascinated by the story of steam.

1. River Esk at Ravenglass
2. River Mite on the turntable
3. River Irt nears Dalegarth
4. River Mite at Ravenglass

Should you pay the line a visit in the summer months, do remember to walk over to the adjacent British Rail platform at Ravenglass. There, if you have timed it right, you may have an added bonus. The Flying Scotsman, that most splendid example of engineering skill, might just be passing through.

River Esk, on whom Rex is based, is a magnificent 2-8-2, designed by Henry Greenly and built by Davey Paxman. It is a powerful engine, and was well able to handle the heavy stone trains.

River Irt, or Bert as we might think of him, was in fact rebuilt from Muriel, a famous eight-coupled veteran built by Sir Arthur Heywood in 1894. Muriel was rebuilt in the workshops at Ravenglass in 1927, to emerge as River Irt, the powerful 0-8-2, and is still in service today.

River Mite, also known as Mike, is the youngest of the three 'brothers'. Built in 1966 by Clarkson of York, it is a 2-8-2, incorporating the eight-coupled frame of a steam powered tender once attached to River Esk.





When The Flying Scotsman came to Sodor, he was photographed alongside Gordon.



1. No 4472 getting steam up at Carnforth's Steamtown.

2. Sir Nigel Gresley also being made ready.



THE FLYING SCOTSMAN

Those of you who had a copy of Thomas The Tank Engine's annual last year will have enjoyed reading quite a long feature about the *Flying Scotsman*, which is one of Rev. W. Awdry's favourite engines.

The feature described the intense and exciting competition which went on throughout the 1920s and 1930s between the Great Western Railway and the North Eastern Railway. The two railways were rivals in speed and efficiency, and their exploits make fascinating reading.

The LNER's first 'champion' was the magnificent *Flying Scotsman*, built in 1923, and shown at the Wembley Exhibition the following year. The splendid loco became one of the best-known engines in the world. She was the first to reach an officially recorded speed of 100 m.p.h.

There is no need to tell the whole story again, but you will be interested to know that you can still travel behind her, almost sixty years later.

Owned now by Mr William McAlpine, the *Flying Scotsman* is based at the Steamtown Museum at Carnforth in Lancashire, and has recently started on a new career.

During the summer months she is on loan to British Rail. They run her as the 'star attraction' on some special holiday excursions. Passengers board a train at Blackpool, and are taken by a diesel to Preston. From Preston to Carnforth an electric engine hauls the train and at Carnforth *Flying Scotsman* is waiting.

She is immaculate in full LNER livery, and takes over for the last section of the journey, from Carnforth to Ravenglass, Seaside and Sellafield.

The journey is a true delight for steam enthusiasts and holidaymakers alike, and the train passes through some beautiful countryside on its way up the coast.

Another famous engine returns the train to Carnforth. This is the streamlined *Sir Nigel Gresley*, a distinctive and interesting locomotive with a fascinating history of its own.

If you would like to enjoy the trip for yourself write to British Rail Enquiry Offices. They will be able to give you details of the current timetable.



3. Flying Scotsman at Steamtown prepares to take the Cumbrian Coast Express.



4. A plaque on the cabside of 4472.

6. The train on its return journey is hauled by Sir Nigel Gresley.



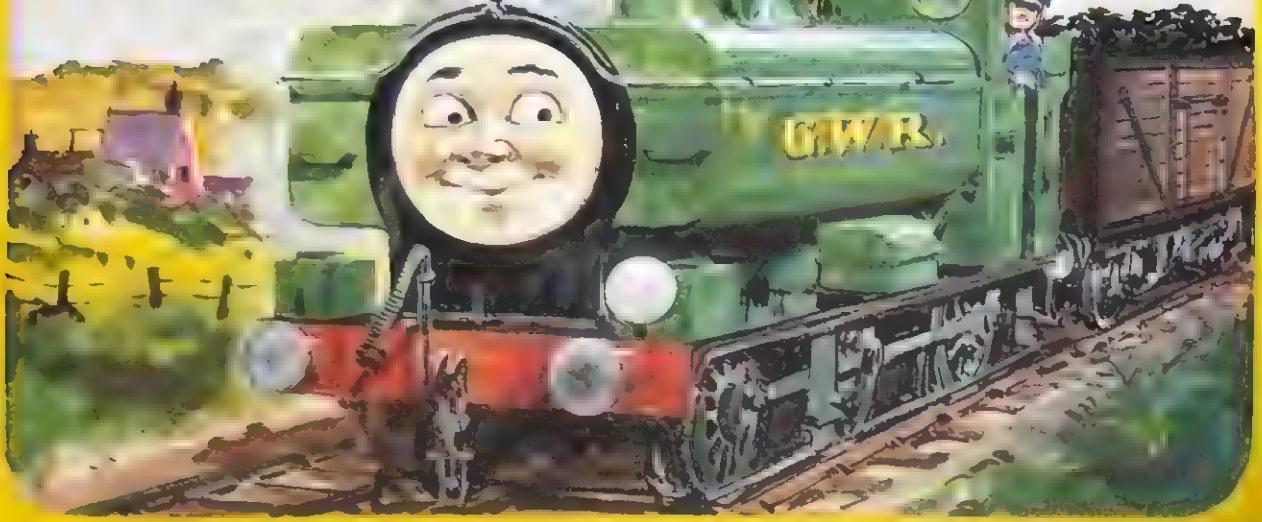
5. The Express arrives at Ravenglass.



7. The crowd excitedly watches the departure.



MEET DUCK

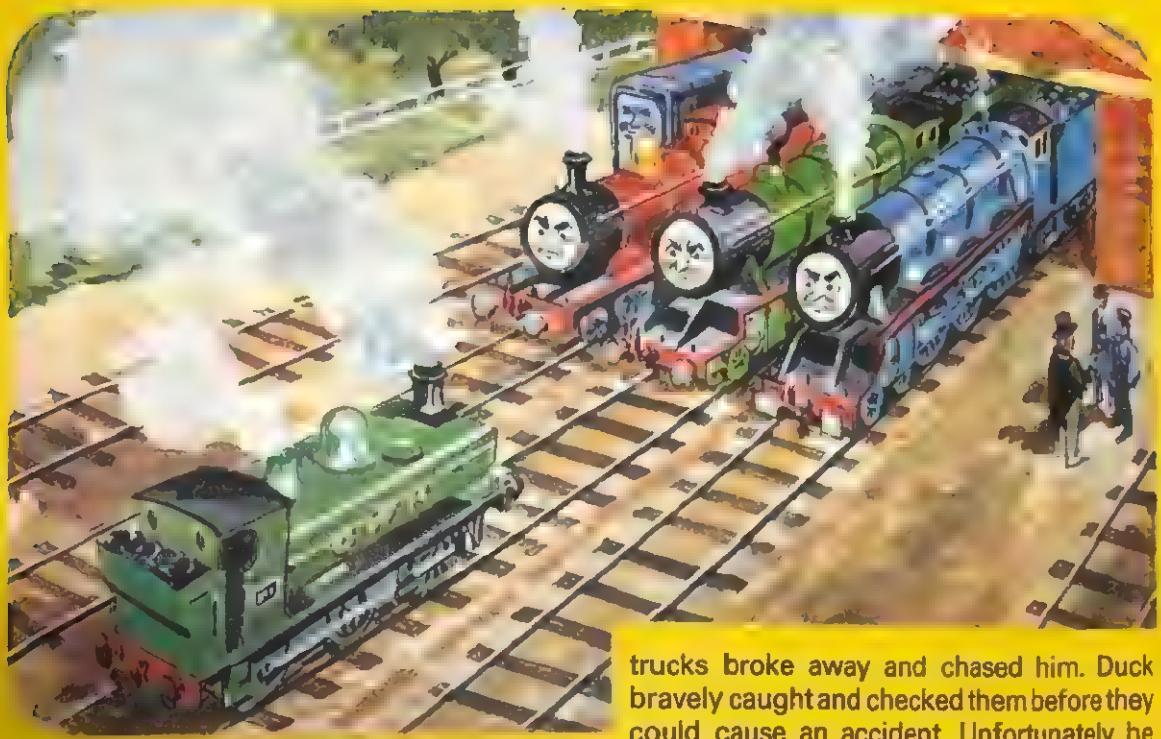


Duck is a Great Western engine. The Fat Controller bought him for Our Railway to do Percy's work of arranging trucks and coaches in the Yard of the Big Station (Tidmouth on the map). He is a 'pannier tank' engine. This means that instead of having his water tank curved over his boiler like Percy, he has two tanks which are hung on each side. He told the Fat Controller that his real name was Montague, but that his friends all call him Duck. If you look at some of the pictures in the books you will see how well the name suits him.

At first Henry, Gordon and James played tricks on Duck and ordered him about; but they soon found their mistake, because he quickly paid them out. He worked hard, and made everyone work hard too. The big engines didn't like that and were glad when Diesel came. Diesel was suave and oily; he thought he knew everything. But one day he caused a pile-up in the Yard with some old trucks. He had to clear them away while all the other trucks laughed at him.

Diesel was cross. He said it was Duck's fault and tried to pay him out in a mean way. He told lies to make the big engines think that Duck





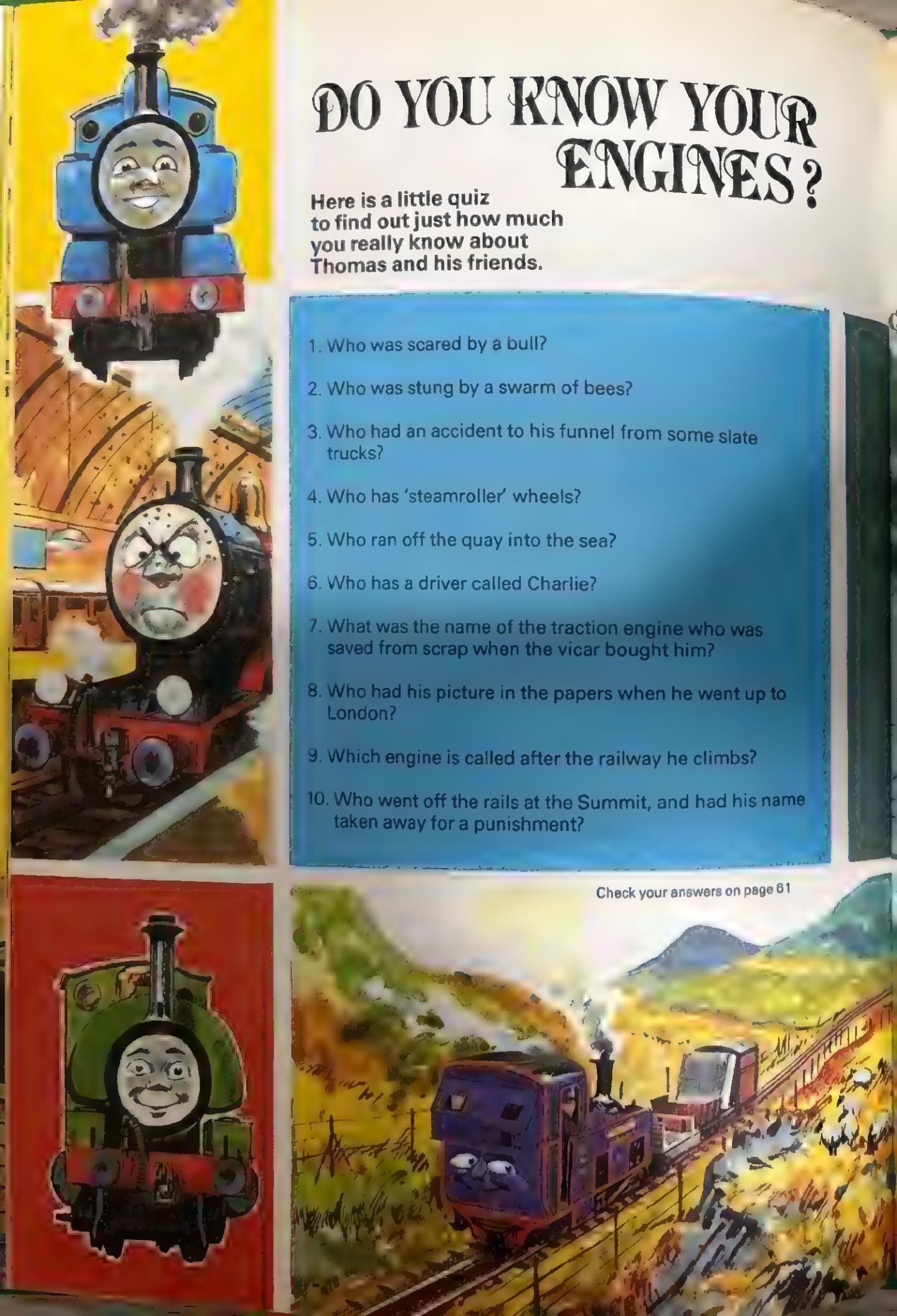
had called them all sorts of names. Gordon was "a galloping sausage", Henry was "old square wheels" ... and so on. The big engines were furious, and though the Fat Controller didn't believe Diesel, he told Duck that he had better go and stay with Edward for a little while. (Edward's station is Wellsworth on the map).

While there, Duck often used to help heavy trains up Gordon's Hill by pushing them from behind. One day he had helped a goods train, and was coming back when some of the

trucks broke away and chased him. Duck bravely caught and checked them before they could cause an accident. Unfortunately he couldn't quite stop in time, and crashed into a shed at the station where a barber was shaving a customer. The barber was cross, and lathered poor Duck's face all over. But when the Fat Controller told him that Duck had been a brave engine, the barber said he was sorry and washed the soap all off again.

Better still, the Fat Controller told Duck that the engines had found out all about Diesel's lies, and were sorry they had been horrid to Duck. So when he came back to Tidmouth, Duck was given a really rousing welcome.





DO YOU KNOW YOUR ENGINES?

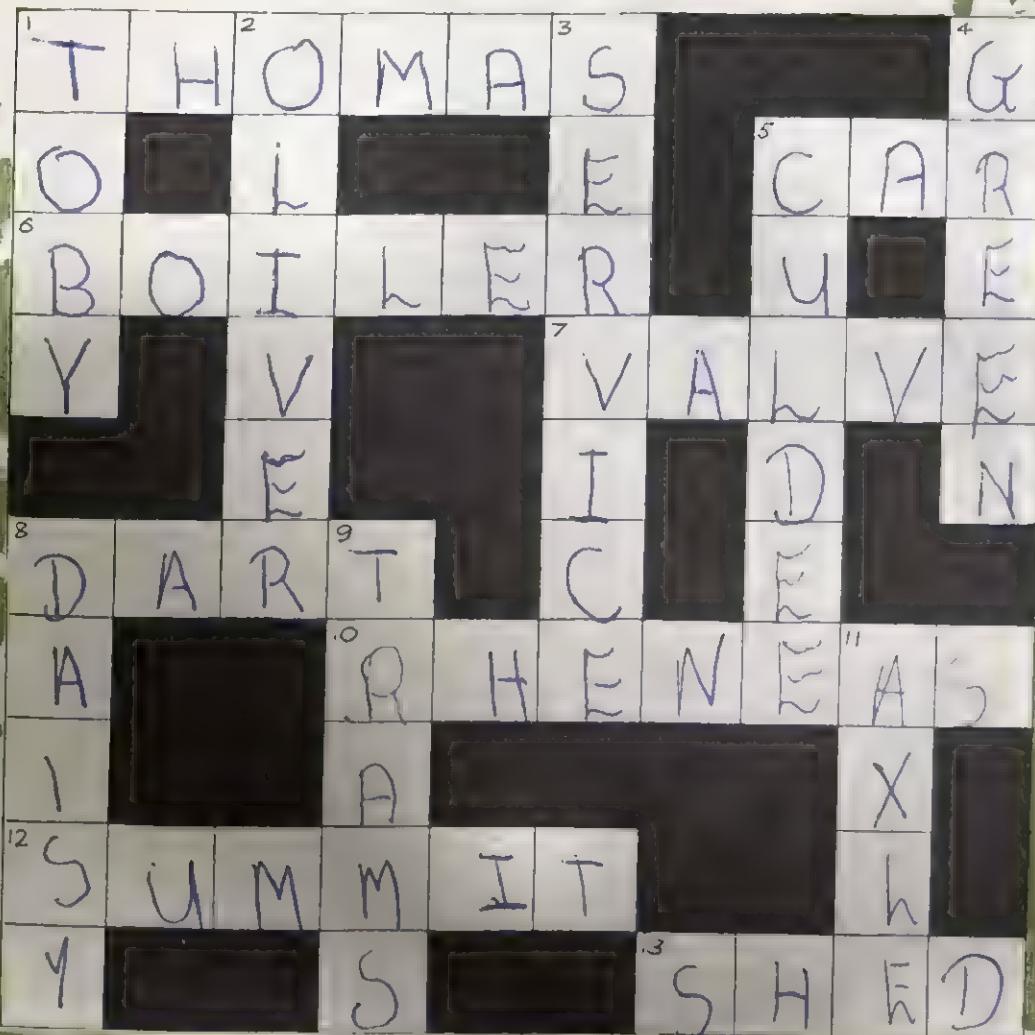
Here is a little quiz
to find out just how much
you really know about
Thomas and his friends.

1. Who was scared by a bull?
2. Who was stung by a swarm of bees?
3. Who had an accident to his funnel from some slate trucks?
4. Who has 'steamroller' wheels?
5. Who ran off the quay into the sea?
6. Who has a driver called Charlie?
7. What was the name of the traction engine who was saved from scrap when the vicar bought him?
8. Who had his picture in the papers when he went up to London?
9. Which engine is called after the railway he climbs?
10. Who went off the rails at the Summit, and had his name taken away for a punishment?

Check your answers on page 61

EXPRESS CROSSWORD

See how quickly you can fill in all the answers.



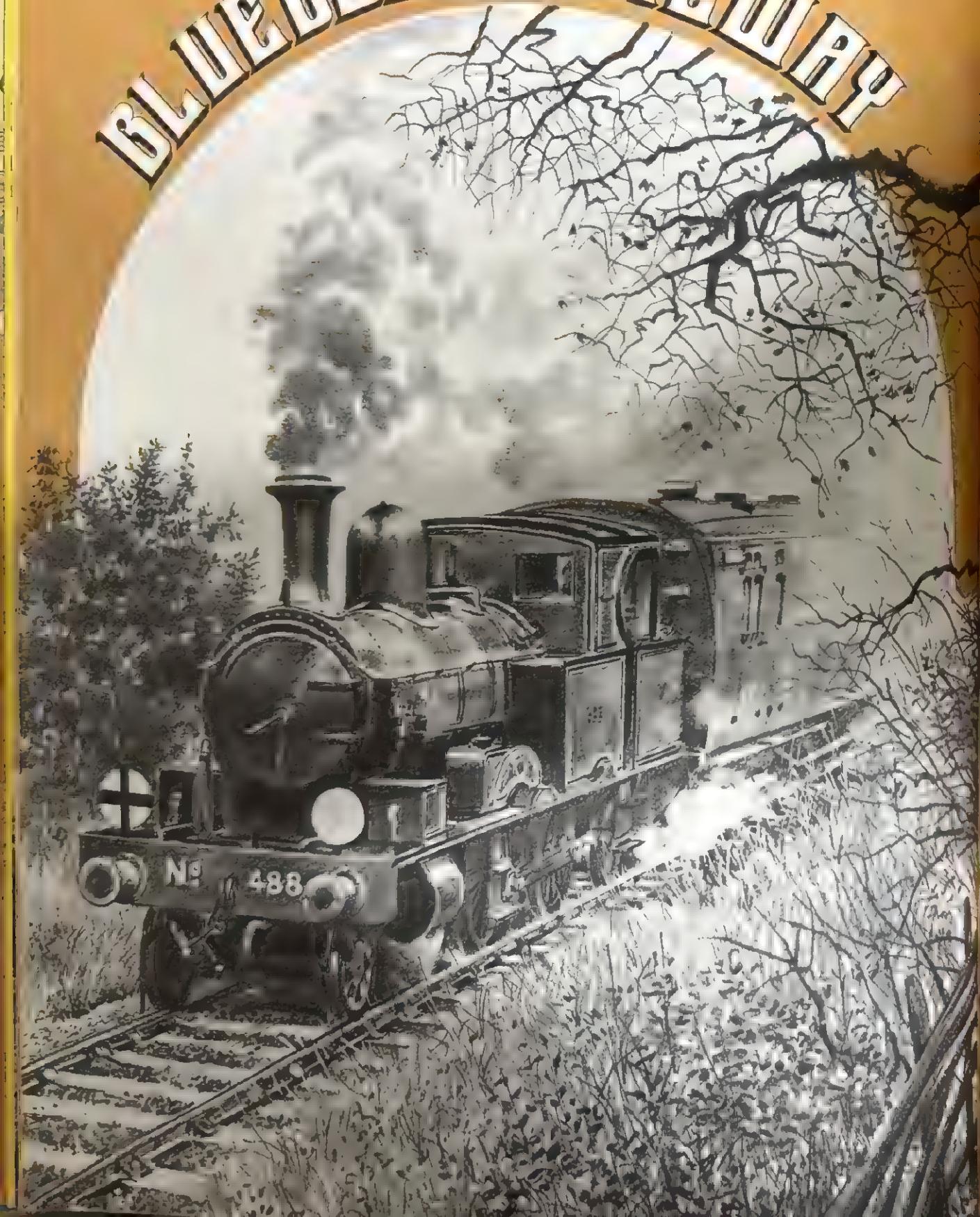
Clues across:

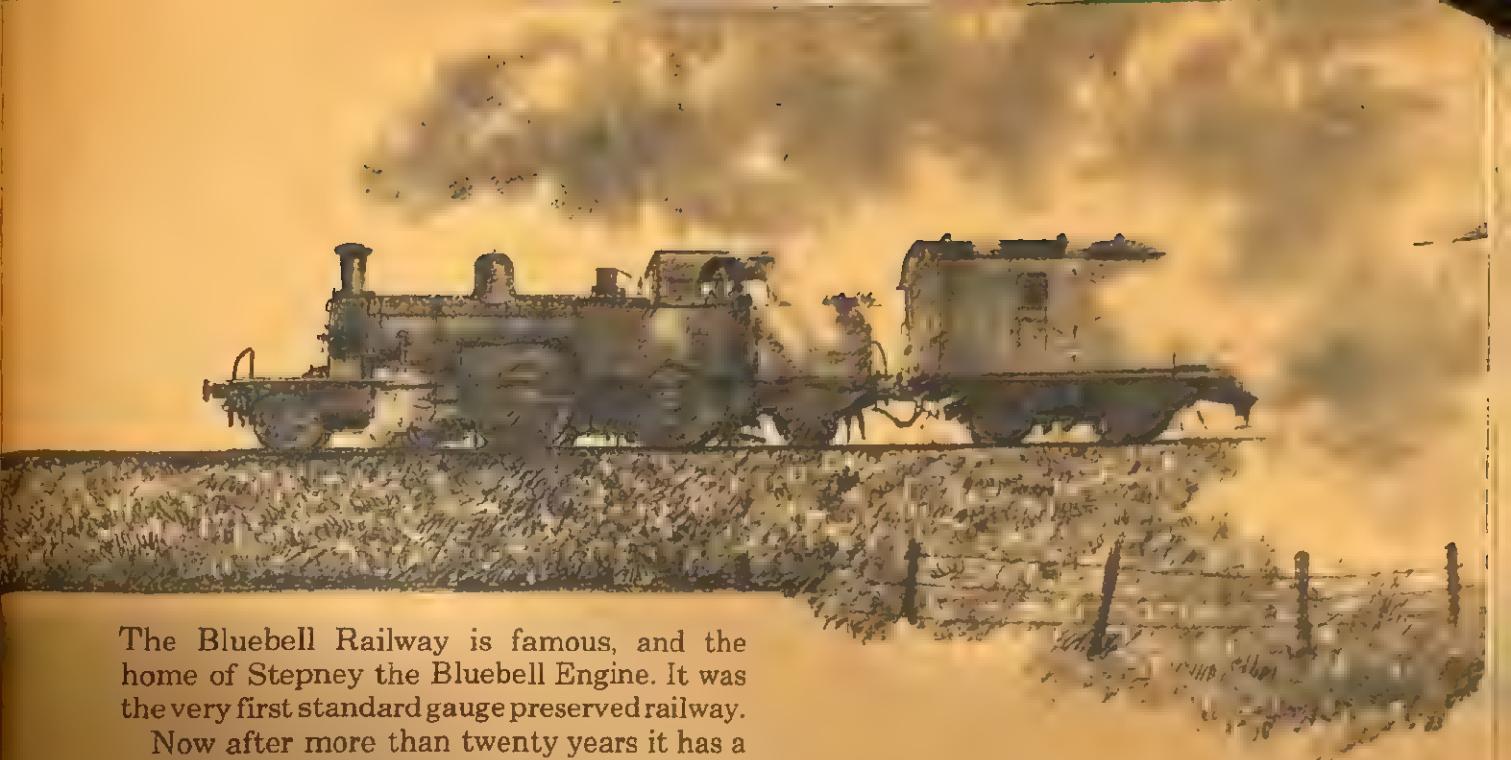
1. A Really Useful Engine (6)
5. Daisy, the diesel rail ... (3)
6. Where steam is collected (6)
7. Safety or regulator (5)
8. The Valley Railway is in Devon (4)
10. Gallant Old Engine (7)
12. 'Top' of the Snowdon Mountain Railway (6)
13. Home for an engine (4)

Clues down:

1. Tram engine ... (4)
2. The Western Engine (6)
3. Passengers expect a good (7)
4. The colour of Percy (5)
5. A mountain engine (6)
8. She once blew a fuse! (5)
9. What '1. down' pulls (5)
11. On which a wheel turns (4)

THE BLUEBELL RAILWAY





The Bluebell Railway is famous, and the home of Stepney the Bluebell Engine. It was the very first standard gauge preserved railway.

Now after more than twenty years it has a splendid collection of engines, coaches and wagons. It runs through pleasant country between Horsted Keynes and Sheffield Park, and the Society have always tried to preserve the atmosphere of a country branch line beloved of railway enthusiasts.

The Bluebell line was built by local landowners in the Lewes and East Grinstead area in 1882 when Queen Victoria was still on the throne. It was taken over soon afterwards by the London Brighton and South Coast Railway, then by the Southern Railway and finally by B.R. For many years it was a quiet country line giving good service to the local people, but by the 1950s cars and lorries had stolen most of its traffic, and B.R. tried to close it down in May 1955. The local people protested and tried to stop them. At last someone remembered that there was a clause in the Act ordering that a minimum service of four trains a day should run on the line *for ever!* So B.R. had to re-open the line. This is what saved the Bluebell. B.R. had to get an Act of Parliament abolishing the "for ever" clause, before they could close the line again in 1958. This gave people enough time for the Bluebell Railway Preservation Society to be formed to acquire the line and keep it open.

They bought two engines and two coaches, and Stepney was the first engine they bought. The Society was now ready to 'go', and with the help of a band of volunteers the Bluebell Railway was re-opened in 1960. From that time onwards the Bluebell has gone from strength to strength.

No 3217 The Earl of Berkeley



Passing Freshfield



No 55 Stepney



Stepney near Ketches Farm



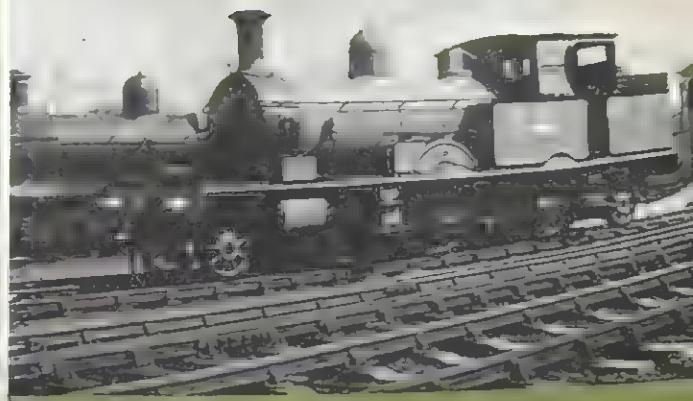
Stepney worked on the Sodor railway for a short time, and along with Duck took over the duty of a conked-out diesel.

There is a great deal for you to see and enjoy when you visit the line. They have a collection of historic locomotives, and a Museum at Sheffield Park. There is too, a real feeling of history at the station where the staff wear L.B. & S.C.R. uniforms, where the old enamel advertisements are displayed, and the signal box is right on the platform.

The locomotive collection is too large for a description here; but from Fenchurch (built 1872) and Stepney (1875) to No. 75027 built in 1952 for British Rail, there is a wide enough selection to satisfy even the most exacting of enthusiasts. One of the most interesting coaches in the collection is an Observation Saloon built in 1913, with glass ends to give passengers a better view of the scenery.



No 488 Adams Radial 4-4-2 tank



Observation Saloons are rare, and this is the oldest example remaining in this country.

Quite apart from the Locomotives and Coaches, the ride from Sheffield Park is pleasant in itself. The line begins beside the River Ouse and goes through fields and woodlands to Horsted Keynes. Most of the coaching stock is kept here, and together with vintage wagons is on display.

Look out for Stepney when you visit the Bluebell. He is very proud of his new home. After twenty years of operation the Bluebell is one of the most firmly established of Preserved Railways. It has a feeling quite of its own, and visiting the Bluebell is really like a journey back in time - to the glorious age of steam.

No 27 S.E. & C.R. 0-6-0 tank



MEET GORDON



Gordon is a big engine and boasts about it, but he is a Useful Engine too. He is usually treated with respect; but tank engines like Thomas, Percy, Bill, and Ben enjoy teasing him when they get the chance. It is only in fun though; because really they are fond of him, in spite of his proud ways.

Gordon is in general a sensible engine; but he sometimes does silly things which land him in trouble.

One day he was told to pull a special train. However when he found it was a goods train he sulked, and behaved awkwardly when he was put on the turntable. Once on the turntable, he thought he would move a little way along so as to stop it being turned. But he couldn't stop and he slid off the other side into a ditch! The Fat Controller left him there all day just to teach him a lesson.

After that Thomas used to tease Gordon by pretending he could smell ditchwater whenever they met. But Thomas said "Sorry" later

when Gordon had rescued him from a mine into which he had fallen. Both engines were in disgrace then; but after they had both tried hard to be good, the Fat Controller forgave them, and when the Queen came to visit the Island of Sodor, Gordon was allowed to pull the Royal Train and Thomas to shunt the coaches.

That was a very proud day for Gordon the Big Engine.

GORDON VISITS LONDON

Long ago, when Gordon was young and green, he used to visit London. He often talked about it to engines from The Other Railway who all said that they had been to London too. But none of them could agree about the name of the station at London. Most of them said it was Euston, but Duck said it was Paddington, and Gordon assured everybody that they were all wrong and that the station was called King's Cross.





They argued endlessly about it, and Gordon made up his mind to go to London and prove that he was right; but he never seemed to get the chance.

At last one day the engine due to take the express was derailed, so they sent Gordon to London with the train instead. He enjoyed the journey, but he found it a long way and very tiring, for he wasn't as young as he had been. In London, Gordon, his Driver and Fireman had a splendid reception. Their photographs were in all the papers.

When he got back he told the Fat Controller all about it. But Gordon was cross about one thing.

"London's all wrong," he complained to the Fat Controller. "They've changed it. London isn't King's Cross any more. It's St Pancras!"

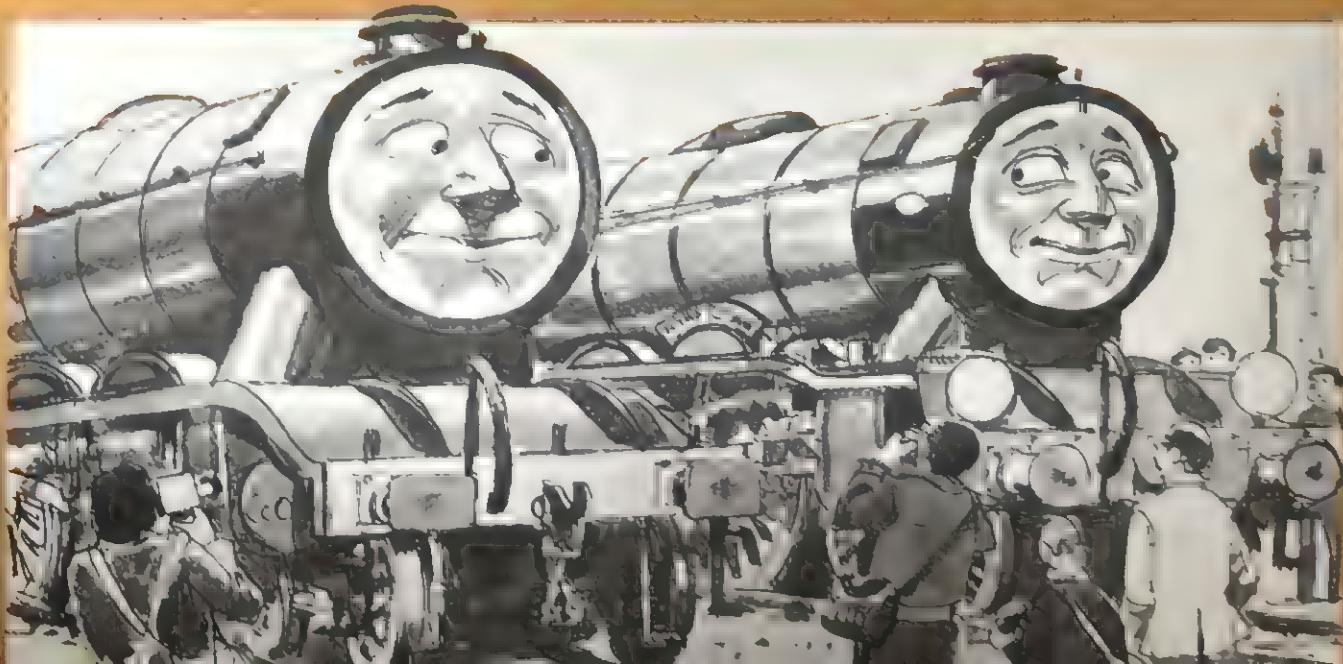
GORDON'S OLD FRIEND

Gordon was feeling upset one day. James and

Duck said that his firebox was probably out of order because of the large amount of coal he had consumed the day before. When Gordon said that that wasn't the trouble, they said it must be boiler ache from drinking bad water from the Other Railway.

But Gordon knew it was neither of these things. He was unhappy because he had heard that diesels had abolished steam on the Other Railway, and he was afraid that there were none of his Doncaster brothers left. He spoke to the Fat Controller about this dreadful thing. The Fat Controller knew just how Gordon was feeling, and planned to give him a lovely surprise.

The Fat Controller arranged for Flying Scotsman to visit Sodor, so that the two old friends could meet and have a chat together about old times. When Flying Scotsman arrived the two engines were photographed together. He stayed several days and they had a very happy time.



THE NAME'S THE SAME

1. I'm a famed Cornish City
A record breaker too
Duck thinks me a great hero
Find my name from this clue.
Who am I?



3. I share my name with Cromwell
A general of great fame
And from the Other Railway
To find new friends, I came.
Who am I?



2. My railway's name's a flower
Mine's a part of London Town
I'm old, but well and happy
As I puff up and down.
Who am I?



4. My name is really Montague
But no one calls me that
They say I sometimes waddle
And to tease me they shout "Quack!"
Who am I?

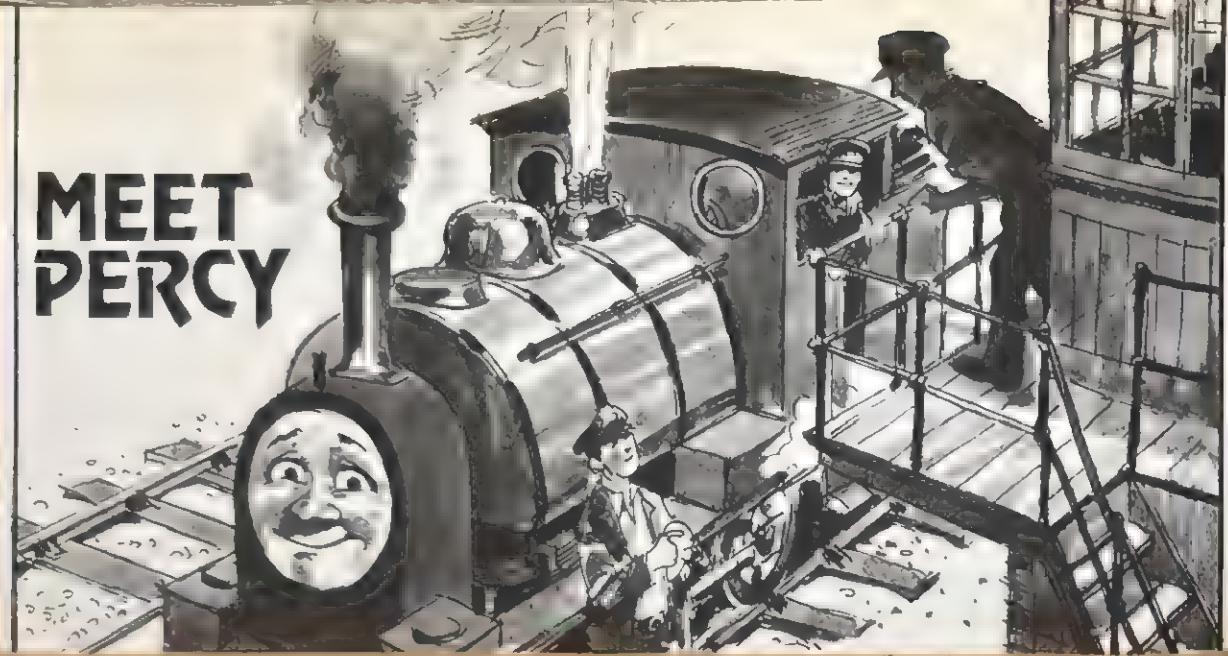
WHO'S WHO?

A terrible thing has happened! A whole load of coal has been spilled on the railway, but worst of all, the soot has covered the engines! Can you see through the grime and make out who is who?



Check your answers on page 61

MEET PERCY



Percy is a little green tank engine who used to work in the Yard at the Big Station of Tidmouth.

He can be very Useful, but he can also be Very Cheeky. He loves playing jokes. Sometimes these jokes missfire and get him into trouble, with the other engines and with the Fat Controller.

One day he told James that the Fat Controller wanted to see him so he must stay in the Shed. James was delighted. He thought the Fat Controller wanted him for a special train. The other engines grumbled because they had to do James' work as well as their own. Percy was pretending of course; but the Fat Controller *did* see James and he saw Percy too. Both engines wished he hadn't!

Percy had also played a trick on Gordon, so James and Gordon wanted to pay Percy out. They told him about a new signal at the junction. They said it was a 'backing signal'.

Actually it was a new signal – one of those which go up instead of down.

Percy went there one day, and saw it pointing up. "Down means go forward," thought Percy, "so up must mean go back," and he went back. Percy's Driver was cross till Percy told him what James and Gordon had said. Then he laughed; but Percy didn't like it when all the other engines laughed at him too.

PERCY MEETS DUCK

Percy had been working in the Yard for a long time, and the Fat Controller thought he needed a change, so he told Percy that he wanted him to go to Thomas' Junction at Knapford, and help to build the new harbour.

Duck came to do Percy's work in the Yard, and Percy stayed a little while to show Duck what to do. While Percy was showing Duck round, James, Gordon, and Henry kept making rude noises and ordering them about. This





made them cross, so to pay them out that evening Percy and Duck stood on the points and wouldn't let them back into the shed.

Gordon, James, and Henry made such a noise that the Fat Controller had to come and stop it. He was most displeased because he had been looking forward to his tea of hot buttered toast!

WELL DONE, PERCY!

Percy worked hard and enjoyed life on Thomas' Branch Line. One day the Sunday School children from Ffarquhar were having a seaside outing when it started to rain heavily with thunder and lightning. But Percy had promised to get the children home so he had to do it.

The rain poured down on Percy and he thought of his warm dry shed. Then he remembered his promise and, drenched though he was, he struggled on. He came to a place where water had flooded the track; it

nearly put his fire out. They had to stop and get wood to keep the fire going. They got through the flood at last and stopped again to rest and raise fresh steam.

Suddenly Percy heard Harold Helicopter buzzing. Percy had once beaten him in a race. Percy thought at first that Harold had come to laugh at him, and throw things at him; but Harold wasn't doing that at all, he was dropping warm drinks by parachute for the children and for Percy's Driver and Fireman.

The warm drinks made them feel better, Percy's fire was going nicely now, and they started away again.

Everyone cheered Percy when they reached Ffarquhar Station.

The Fat Controller was there too. He had come in Harold. He told Percy he was proud of him and that he was a Really Useful Engine.

That was Percy's proudest day.



THOMAS'S ALPHABET



A is for ANNIE; she sings Thomas a song
And Clarabel too, as they trundle along.

B is for BOCO, a diesel is he
On Edward's own branch line he'll
usually be.

C's for CONTROLLERS, they're Fat, Thin
and Small.
They sort out the troubles which often
befall.

D stands for DAISY; but she is no flower,
She thinks that her diesel's the best
source of power.

E is the ELEPHANT Henry found in his
path.
It pushed him from the tunnel, and gave
him a bath!

F's FLYING SCOTSMAN; a most welcome
guest;
Of all famous engines, his name is
known best.

G is for GORDON; he's big and he's strong
With the heaviest train, he'll just rattle
along.

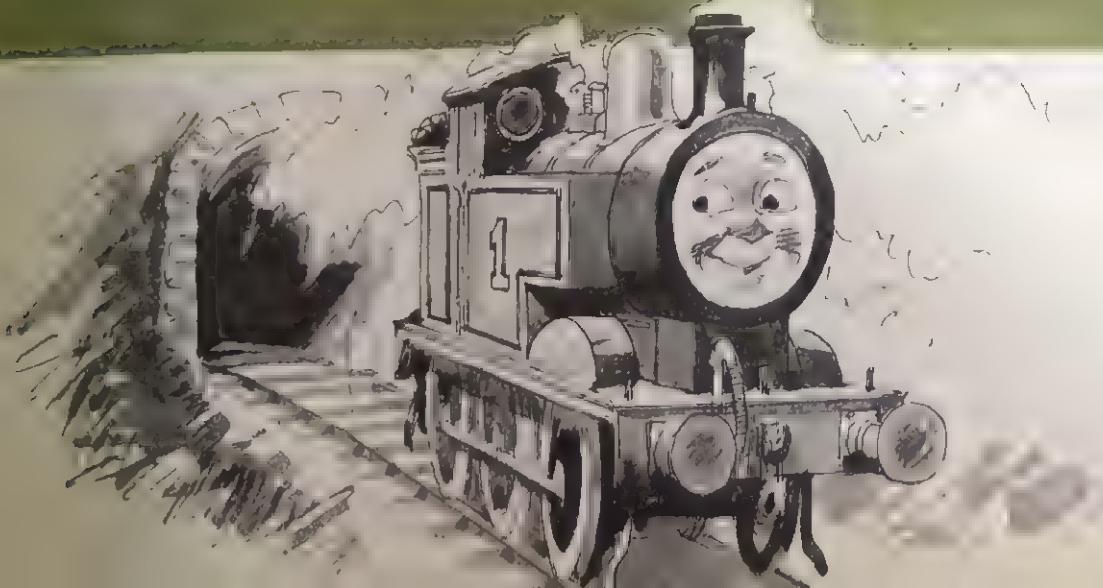
H is for HENRY. One day with a sneeze
He sent naughty boys running, as black
as you please.

I's for our ISLAND of SODOR so fine;
It's here you will find our grand railway
line.

J is for JAMES who, determined and
brave,
Showed Troublesome Trucks the right
way to behave.

K's KNAFPORD JUNCTION. Here Thomas
must wait;
For trains on the Main Line. He says
they're all late!

L's for the LUGGAGE which goes in the Van.
The Guard tries to pack in as much as
he can!



M is for MAVIS; she's young and she's flighty.
She sometimes thinks Toby is too high and mighty!

N is for NANCY, with her polishing art,
She cleans up Skarloey, and makes him look smart.

O's for our OLIVER of Great Western fame.
He escaped from the Scrap-heap, and to our line came.

P is for PERCY who, foolish one day,
Trusted trucks to assist him, and fell in the Bay!

Q's for the QUARRY. It is Mavis's home.
They keep her quite busy with truck loads of stone.

R is for RHENEAS. With his stout heart.
In saving his railway, he played a great part.

S is for STUART who's now PETER SAM
He's mischievous though he looks meek as a lamb!

T Of "TERRIBLE TWINS" we now have two sets.
Nobody knows what they're going to do next!
Who are they?

U's an UMBRELLA left in the wrong place,
Which tripping the Guard, sent him flat on his face!

V is the VICAR. He's Edward's good friend.
He bought Trevor and saved him from Scrapping's sad end.

W's for WIND, which playful one day
Lifted off Gordon's dome, and tossed it away.

X, Y, & Z we'll just lay on the shelf.
If you want some more rhymes you must make them yourself!



ANSWERS

A PICTURE PUZZLE

Percy - 1. Duck - 2.
James - 3. Daisy - 4.
Henry - 5.

NUMBER THE ENGINES

Duck 5741, Stepney 55, Thomas 1, Henry 3,
Gordon 4, Edward 2.

KNOW YOUR SIGNALS

1. Caution! Prepare to stop dead at next signal.
2. Line clear.
3. This is a shunting signal. It is not very usual to have two opposing signals on the one post; but this means that the points are not set for the siding ahead; wait till the train in the opposite direction has passed.
4. The section ahead to the next signal box is clear, but the section beyond that is occupied.

DO YOU KNOW YOUR ENGINES?

1. Toby. 2. James. 3. Peter Sam. 4. Sir Handel.
5. Percy. 6. Edward. 7. Trevor. 8. Gordon.
9. Culdee. 10. Lord Harry.

EXPRESS CROSSWORD

Clues across: 1. Thomas, 5. car, 6. boiler, 7. valve,
8. Dart, 10. Rheneas, 12. Summit, 13. shed.

Clues down: 1. Toby, 2. Oliver, 3. service, 4. green,
5. Culdee, 8. Daisy, 9. trams, 11. axle.

THE NAME'S THE SAME

1. City of Truro
2. Stepney the Bluebell Engine
3. Oliver
4. Duck.

WHO'S WHO?

Toby, Stepney, Gordon and Bear

FIND A FAMOUS ENGINE

Thomas

the tricky track game!

See who can be the first around this rather unusual track – obeying all the instructions, of course!

9

10

11

8

12

7

6

CLEAR SIGNAL
DOUBLE YOUR
NEXT THROW.

5

4

3

2

1

START

23

24

21

20

19

18

16
DANGER
SIGNAL
THROW
A
SIX
TO GO

SLIPPY
LINE
GO BACK
TO 12

22



21

20

19

18

27

26

25

28

29

LACK
OF
STEAM.
MISS
A GO

30

33

34

35

36

37

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39

40

41

CATTLE
ON LINE.
MISS TWO
GOES.

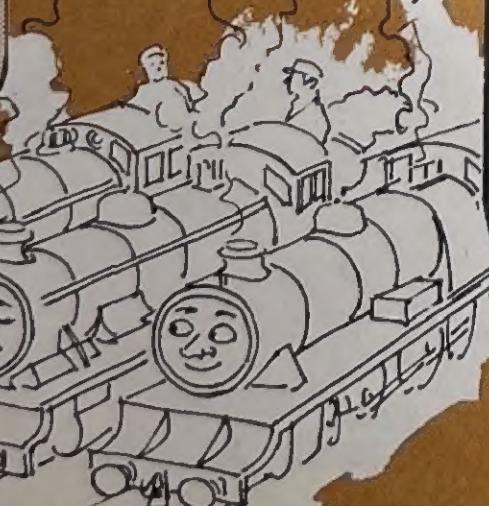
42

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45

46



ROCK
FALL
MISS
TWO GOES

54

55

56

84

85

86

87

CLEAR
SIGNAL.
DASH ON TO
91
88

53

57

83

89

52

58

82

90

51

59

81

91

50

CLEAR
SIGNAL
HAVE
ANOTHER
THROW.

60

80

93

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61

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94

95

96

48

LEVEL
CROSSING.
THROW
A SIX TO
MOVE

62

78

97

47

63

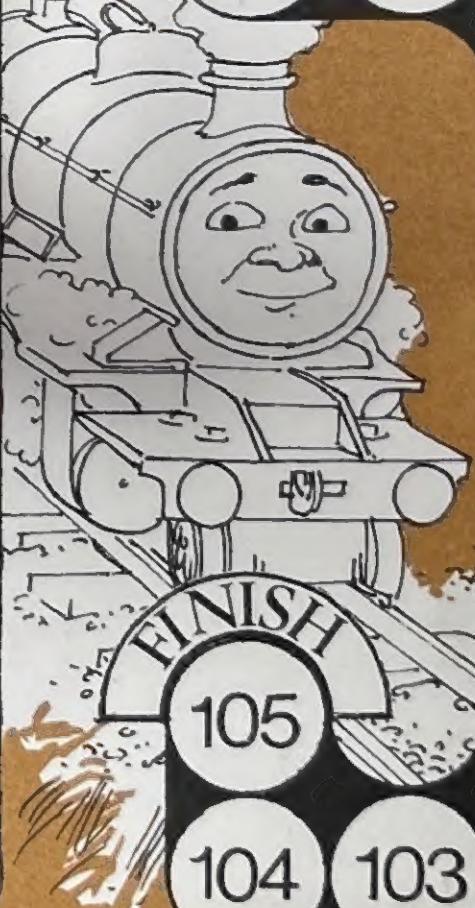
77

98

64

PAUSE
TO TAKE
IN WATER.
MISS A
GO

76



67

66

65

75

100

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74

105

101

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71

72

73

104

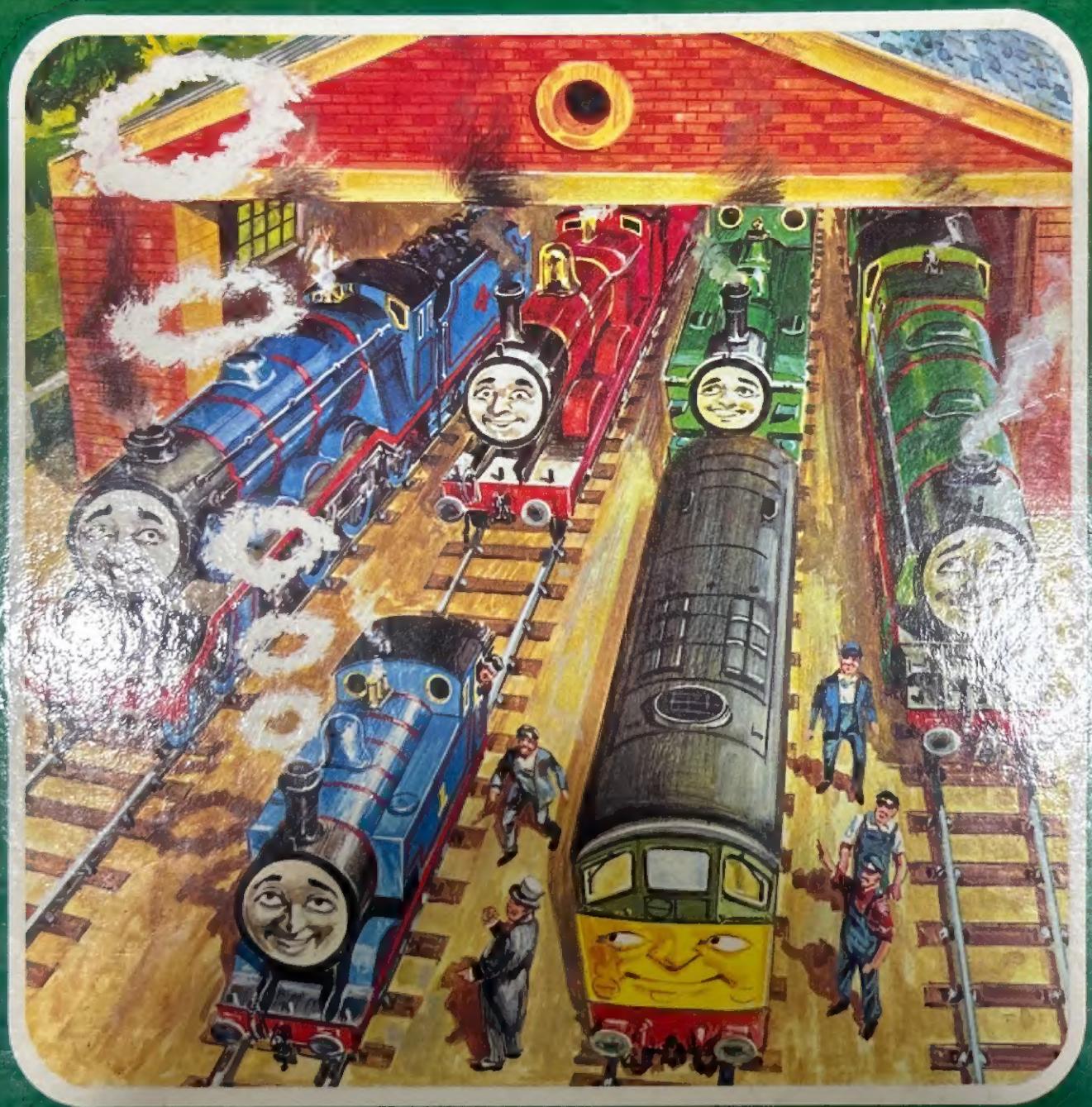
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THOMAS

THE TANK ENGINE

ANNUAL



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